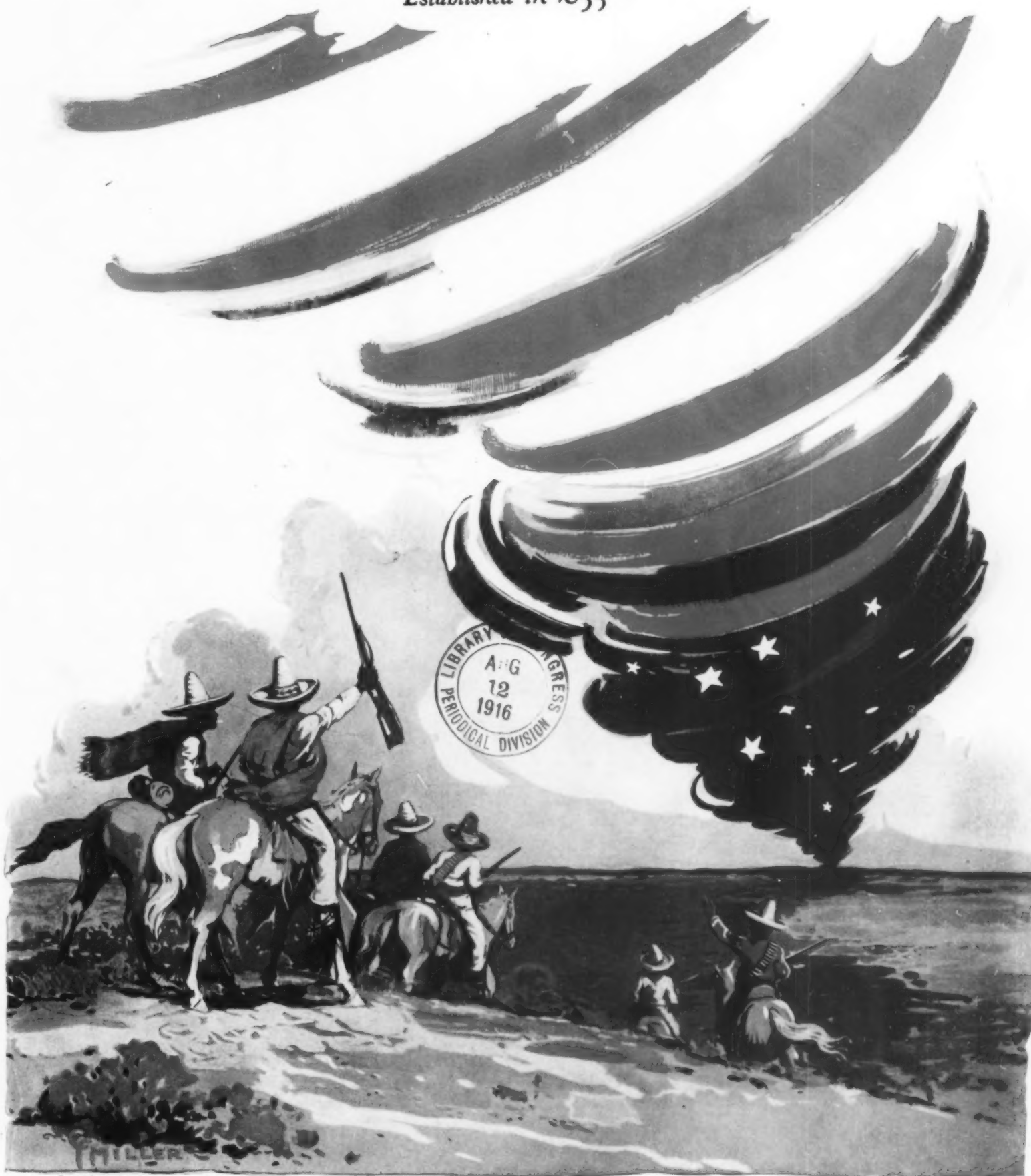


AUG 10<sup>th</sup> 1916

Price 10 Cents

# Leslie's

*Illustrated Weekly Newspaper*  
Established in 1855



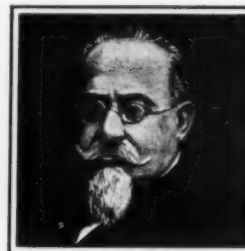
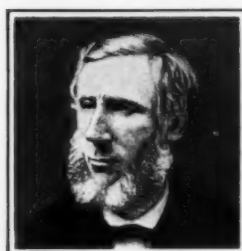
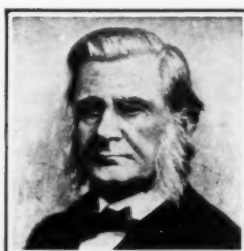
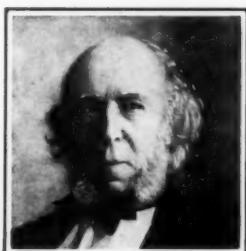
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THE TORNADO

READ "AN AMERICAN WHO COULD HAVE A CROWN FOR THE ASKING:" — PAGE 149

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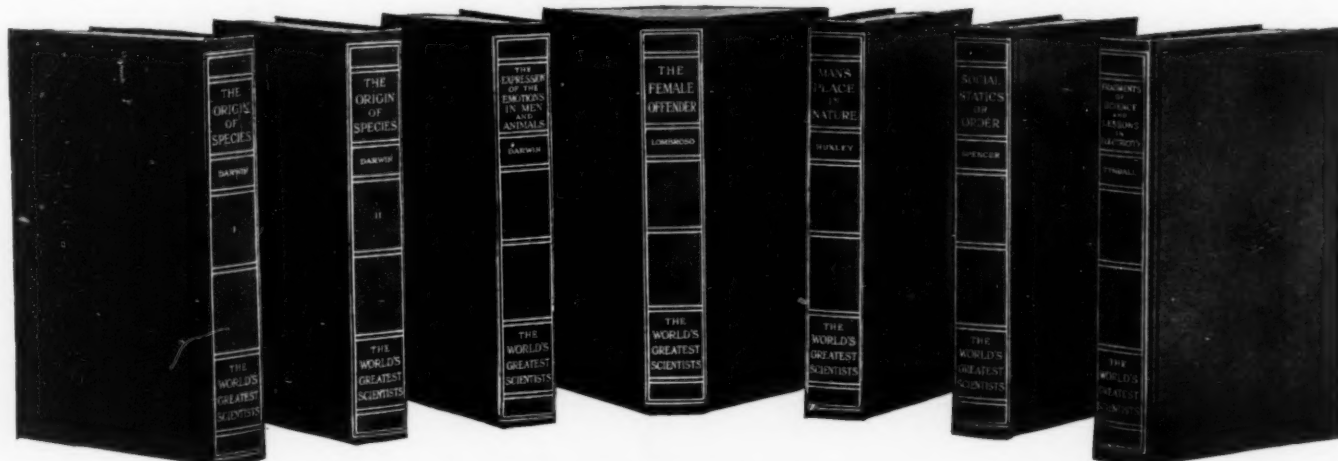


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AUG 11 1916

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August 10, 1916

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# LESLIE'S

## ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States  
Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXIII

THURSDAY, AUGUST 10, 1916

No. 3179

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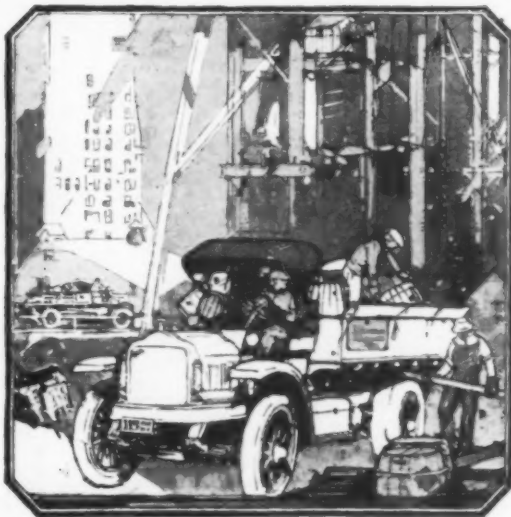
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# THE PERILS OF A GREAT CITY



**A \$20,000,000 EXPLOSION WHICH SHOOK FIVE STATES**

The explosion at Black Tom Island, Jersey City, N. J., which shook New York like an earthquake at 2 A. M. on Sunday, July 30th, and was felt in five States, recalls the perils of a great city as evidenced by numerous other explosions during the past few years, all involving tremendous loss of property and heavy loss of life. The picture shows Black Tom Island after the terrible occurrence. A large amount of dynamite and war munitions, brought to the island for shipment abroad to the Allies, was set off by a dynamite explosion due either to a fire on a barge or collision of freight cars. The explosion and fire did \$20,000,000 damage to property, killed at least four persons and injured over 100. Seventeen warehouses out of twenty-four belonging to the National Storage Company, and filled with goods, six piers leased by the Lehigh

Valley Railroad, numerous barges and eighty-five freight cars, many loaded with munitions, were destroyed. There were two main explosions, and for hours shells and shrapnel bombarded the vicinity. Thousands of plate glass windows were broken in Greater New York and Jersey City and much damage was done on Ellis Island, the government immigration station, and on Bedloe's Island, where the Statue of Liberty stands. There was great excitement in the two cities. Five inquiries into the disaster were started. Albert Dickman, Lehigh Valley Railroad agent, Alexander Davidson, superintendent of the National Storage Company, and Theodore B. Johnson, president of the Johnson Lighterage Company, were arrested, charged with criminal negligence.



**LIKE A BATTLEFIELD OF THE GREAT WAR**

Thousands of shells from the cars and barges at Black Tom Island were strewn within a radius of two miles. These missiles made the task of fighting the flames which succeeded the explosion exceedingly perilous and many firemen were injured. The flames from the burning cars, vessels and buildings lighted up the whole sky and were visible for many miles.



**WHERE SIX CARLOADS OF SHELLS EXPLODED**

A photo taken from behind the spot on Black Tom Island where one of the big explosions occurred, less than a mile from the Statue of Liberty (shown in the background). Shells and shrapnel were rained on the island where the statue stands, and the pedestal was battered and near-by buildings shattered, but the figure was not seriously damaged.



**A STRANGE AND DREADFUL ACCIDENT**

On December 29, 1910, a railroad car in the underground yards of the Grand Central Station, New York, crashed into and broke a gas main. A workman sent to repair the break dropped a steel crossbar on the third rail and a spark ignited the escaping gas, causing a terrific explosion. Property in the vicinity was damaged to the extent of \$2,000,000, and ten persons were killed and 100 injured. A trolley (shown in the picture) loaded with passengers was hurled from the track by the explosion and landed on a passing auto. Four passengers were killed and a dozen injured.

**THE FEARFUL EFFECTS OF DYNAMITE**

Scene at Communipaw, Jersey City, not far from Black Tom Island, after the explosion of 25 tons of dynamite on February 1, 1911, killing 30 men, injuring 100, and spreading panic all over lower New York. The damage was \$1,000,000. The shock was felt 50 miles away. The picture shows two freight cars at the terminal of the Central Railroad of New Jersey. Each was loaded with dynamite with a cement laden car between. Only one car exploded.



**WHERE TWENTY-FIVE LIVES WERE LOST**

Firemen pouring water on the ruins of the Tarrant Drug & Warehouse Building at Greenwich and Warren Streets, New York, which, with 40 other buildings, was destroyed by a mysterious fire and explosion on October 29, 1900. Twenty-five lives were lost and \$1,000,000 worth of property destroyed. There were several explosions and each shook the city, the shock being felt for many miles.



# EDITORIAL

LET THE THINKING PEOPLE RULE!

## BE ALIVE!

**B**E alive to your welfare. No one cares for you as much as yourself.

If the street corner shouter tells you that he is your guardian, he lies way down in his throat and he knows it. He is looking out only for one man and that man is himself.

More lives of trespassers who will not keep off the track than of employees and passengers are lost on railroads of the United States every year from accidents.

Keep off the track! Safety first! Be alive to all that surrounds you. Safeguard your property, your health, your life, your children, your happiness.

Do it yourself. Think out your own problems. Listen to advice, but decide for yourself. You must foot the bill, and your judgment in nine cases out of ten will prove the safest.

Safeguard your patriotism from the assaults of the smooth-tongued demagogue, posing as the friend of the common people. Cast him out as a venomous viper.

Avoid the disturber who would make you dissatisfied with your lot and put you at enmity with your employer with whom you should enjoy the friendliest relations in a cooperative spirit.

Above all safeguard your soul and conscience from the approach of anyone who proclaims that you have "no God and no master."

## DEPORT THE DYNAMITER

**T**HE killing of six persons and the injuring of forty-two others by a bomb explosion in San Francisco's preparedness parade was the hideous climax of bomb outrages which have been steadily increasing. The *New York World* styles it "Anarchy's most defiant deed since the Chicago crime of a generation ago." The strange thing is that men who claim to be opposed to all war should express that opposition by slaying innocent people parading for national defense.

The Government must do something to protect itself against anarchistic agitators who stand upon soap boxes attacking all governments and sowing the seed which some day bears its legitimate fruit in the assassination of a McKinley or an outrage like the dynamiting of the *Los Angeles Times*, or this latest horror in San Francisco. Men who parade the streets with the motto "No God, No Master," who burn the flag or trample upon it, who stand upon the street corners denouncing all law, order and government, should be handled with ungloved hands. Such meetings should be suppressed, and those who express such sentiments silenced or deported, for they have all come from abroad.

One of the first duties of the state is to protect its citizens, and there can be no complete protection so long as revolutionary anarchists are allowed to preach their doctrine. As a further protective measure, laws should be passed which shall make it impossible for irresponsible persons to get possession of dangerous explosives.

## LET THE PEOPLE RULE

**E**VERY third family in Nebraska owns an auto. After asking for a ride on a passing hearse a Florida man jumped from the vehicle and shot himself dead.

Five New York policemen have just been indicted on the charge of blackmailing vice.

Of those who buy goods on credit 40 per cent. never pay in full and 7 per cent. never pay at all.

Among four Mexican bandits recently executed for murder at Laredo, Texas, one had the name of Jesus Maria Cerda.

A Brooklyn pugilist, boasting that his muscles were tough, invited a friend to jab them with a knife, and the latter, complying, inflicted a death wound.

President Lincoln said: "The way for a young man to rise is to improve himself every way he can, never suspecting that anybody wishes to hinder him."

Nineteen of twenty members of the Young Men's Bible Class of the First Methodist Church of Connellsville, Pa., have gone to the Mexican front as soldiers.

Imports of gems at New York in 1916 showed a gain in value of over \$30,000,000 compared with the previous year, and with one exception were the heaviest on record.

A Boston man who stole a \$22,000 payroll from his firm, spent \$1,000 of it for a dinner for twelve friends and the remainder for racing automobiles, clothes and jewelry

## WE ARE LAW CRAZY

BY EDWARD TREFZ, FIELD SECRETARY  
CHAMBER OF COMMERCE OF UNITED STATES

**W**E are law crazy. In the last five years our National and State law-making bodies have passed 62,550 laws, forgetting perhaps that God Almighty has made a very fair success out of his universe with only ten. This country, the greatest business organization in the world, permits fifty-five different systems of bookkeeping in Washington and fewer than fifty of the 422 members of Congress before the present one ever looked a pay-roll in the face.

Thirteen hundred and fifty-five employees of the Calumet & Hecla Mine at Calumet, Mich., recently received medals of gold, silver and bronze for faithful service extending from twenty to fifty years.

There are 21,600 movie theaters in the United States in which \$360,000,000 are invested, with a daily attendance of 25,000,000 and 200,000 employees. The country spends \$12,000,000 a year for foreign missions.

A convict who shot his keeper and escaped from a New Jersey prison left a will in his cell bequeathing his body for dissection and stipulating that a piece of his skin be tanned of sufficient size to bind a small copy of the New Testament to be presented to his wife.

All kinds of people rule.

## LET THE EAGLE SCREAM

**S**CREAM! We must let the American eagle scream. That seems to be the motto of every national convention. A nomination that could be made in a single day is made after three or four days, not of deliberation but of wild demonstration. The renomination of President Wilson at St. Louis, the adoption of a platform home-made at the White House and sent to St. Louis for the convention to pass, simplified the work of the delegates. It all could have been done in a single day, but the citizens of St. Louis had contributed a hundred thousand dollars to secure the convention under promise that it would be continued for four days. So the performance was drawn out unnecessarily for the redemption of the pledge.

The situation at the Chicago convention was somewhat different. There were so many candidates that eight nominating speeches were required, which with the outbursts of applause consumed seven hours. There were eighteen seconding speeches, but these took only an hour and a quarter, yet the convention continued for four days. Half of the time was consumed in crazy demonstrations of applause, confined largely to the spectators and through which the delegates patiently sat. A reform in the matter of nominating Presidential candidates so as to make the conventions brief and business-like has often been suggested, but it will never be carried out as long as convention cities are put up for sale to the highest bidder.

## EVERYBODY READS IT

**E**VERYBODY! Miss Ruth Davis, of Ensley, Ala., whose picture appeared in *LESLIE* on June 1st, in connection with a reference to her remarkable record of regular attendance at school, writes us that *LESLIE*'s must be very popular, as she has received letters of congratulation from twenty-seven different States. With a weekly edition of 450,000 copies, and allowing only five readers to each, this means that every issue of *LESLIE*'s passes through 2,250,000 hands, or an average of one in fifty to all the population of the United States. Further evidence that *LESLIE*'s is thoroughly and widely read comes to us from Thomas Tyson Cook, editor of the *Transmitter*, published by the Chesapeake & Potomac Telephone Company at Baltimore. We printed an item entitled "Defending the Hello Girl" in our issue of May 18th, based on a little booklet, called "Going Through the Factory," published by the *Transmitter*. Mr. Cook says, "It was not more than 24 hours after your May 18th number was in circulation that we began hearing from your readers and receiving requests for copies of the booklet. We had decided not to tell you how many until we could mention the number, but as they are still coming in and the stack is already two inches high, it may not be out of order to tell you something about them at present." Mr. Cook says that the inquiries came from all parts of the

United States, from engineers, inmates of soldiers' homes aristocratic Boston Back Bay, from hotel men, telephone companies and telephone operators. "And," adds Editor Cook, "I have simply skimmed through the bunch."

## THE PLAIN TRUTH

**I**NCONGRUOUS! The obvious shortcomings of the Rural Credits Bill are gently pointed out by the *New York Times*, which is doing its best to support President Wilson. Our esteemed contemporary has also found it necessary from time to time to oppose the President's original banking reform law, his Mexican policy, the Clayton bill, the La Follette Seaman's Act, and the pending revenue and shipping bills. It favors Wilson, but not his policies. The incongruity of our contemporary's attitude deserves explanation.

**G**LYNN! The best speech, by all odds, made at the Democratic National Convention at St. Louis was by ex-Governor Glynn of New York, the temporary presiding officer, and it had a reception surpassing even Bryan's. We did not agree with the conclusions of the ex-governor, and in saying this in *LESLIE*'s we referred to the fact that his criticism of big business was not received with enthusiasm. In fairness to the ex-governor we ought to say that his reference to the money stringency during the panic of 1907, and to the difficulty then experienced in obtaining funds for business purposes, was not intended, he says, as a reflection on business, big or little. The ex-governor commented on an acute financial situation that had suddenly risen because of the non-elastic condition of our currency laws. It is only fair to say this of the ex-governor inasmuch as his attitude toward big business, he says, has never been unfriendly.

**D**ETROIT! So many newspapers are always exploiting all the real or imagined ills of their cities that it is refreshing to see a newspaper "boost" its city the way the *Detroit Free Press* has been doing recently in its advertisements in the newspapers of other cities. Such statements as these are emphasized: "The fastest growing and hardest going city in America. Leaping to the million point in population and bounding toward the billion mark in production. Manufacturers are working overtime; merchants are extending their business; retailers are thriving. This is the greatest industrial year in the history of the country. Skilled labor is getting the biggest wage in the history of industry. And Detroit is paying bigger wages per capita than any other community of its size on earth." This is the way to do it. Let every newspaper in every community stop busting and begin boosting business and continued prosperity will be insured. Try it.

**T**RUTH! "Circulation won by sensationalism does not last. Inaccuracy in the news columns does not create reliance upon editorial opinions. In journalism as in politics people cannot be fooled all the time. The faker ultimately is found out." These few sensible words from the *Boston Christian Science Monitor* constitute the best advice that could be given to the newspapers of this country to-day. And the *Monitor* exemplifies its advice by following it. It would be well if all the one-cent newspapers in this country would follow the example of the *St. Louis Globe-Democrat* and the *Milwaukee Free Press* and double their price and with this higher cost inaugurate a higher plane of thinking. It should not be forgotten that some of the ablest and most influential newspapers in the United States still charge three cents a copy, including such old reliables as the *New York Herald*, the *Brooklyn Eagle* and the *New York Evening Post*.

**I**NGRATITUDE! The denunciation of Governor Whitman by the Allied Printing Trades Council for "tearing the heart out of the labor laws" is small return for his effort to placate the labor leaders by the reappointment of Mr. Lynch, ex-President of the Typographical Union, as a member of the State Industrial Commission, in face of the fact that the coroner's jury had censured Mr. Lynch for failure to perform his duty. When the testimony that Mr. Lynch himself gave disclosed that he had used the funds of the State while on a personal trip he promised restitution. The reappointment of Lynch under such conditions shocked the friends of the governor and shattered their faith in his backbone. He was warned that the appointment would not assure him the labor vote, for that vote, despite the belief of politicians to the contrary, is too independent to be delivered by any one. We do not regard this opposition to the governor's renomination as at all serious. But opposition is threatened from other quarters and New York may be the pivotal State.

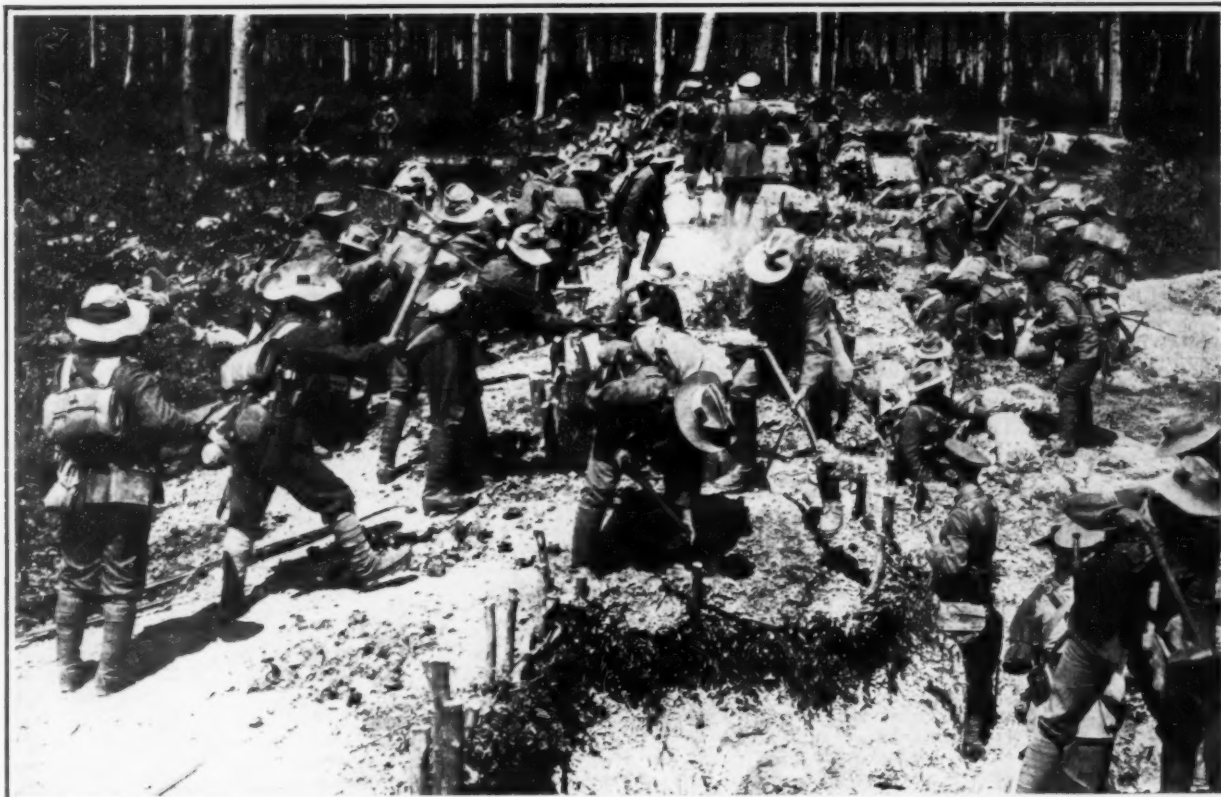
# INDIAN TROOPS PHOTOGRAPHED

THE COPYRIGHT ON THESE PHOTOGRAPHS



**BUSY WITH PICK AND SPADE WHILE SHELLS BURST**

Last week we published two remarkable photographs showing a company of Gurkhas taking a German trench. This week, in four views we show the same men making the captured trench capable of defense against its late possessors. The counter attack comes from the opposite side from the original attack and to meet it the trench must be reversed. The parapet must be changed to the other side of the ditch, the machine gun emplacements moved and in deep trenches the firing platform moved to the other side. Later new dug-outs must be made on the sheltered side of the trench. In the upper picture we see the Gurkhas getting to work with picks and spades, while bullets are whistling around and shells are bursting. The dead and wounded are lying where they fell. The lower picture, made a few moments after the other one, shows the sand bags being moved. Some men are shoveling out the earth thrown into the ditch by the explosion of shells. The officer in the foreground is standing on the firing shelf facing in the direction from which the Gurkhas charged a few minutes before. The sand bags that formed the parapet in front of where he stands have been removed and will be piled behind him, since that is the side on which the Germans will counter attack.





August 10, 1916

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# IN ACTION FOR THEIR EMPEROR

BELONGS TO HIS MAJESTY, KING GEORGE V.



**GETTING THE WOUNDED  
OUT OF DANGER**

A continuation of the activities pictured on the opposite page. The upper picture shows all the sand bags transferred and the trench is beginning to take on definite outlines as the soldiers clear it of earth and debris. While this is going on the ambulance corps has come up and the wounded are being carried away on stretchers. To the left of the upper picture the rescuers are at work. Just behind the officer in the left foreground is a man falling—evidently a fresh casualty for the overworked stretcher men. In the lower picture the officer is directing the removal of a wounded man. Back of him a long line of soldiers are busy with shovels still further strengthening the trench against the expected counter attack. These pictures were made especially for King George and the exclusive rights of first publication in the United States were given to *Leslie's*. They are the best photographs, actually made under fire, that have been released for publication by the press bureau of the British War Office.



PHOTO FROM A BRITISH PRESS AND R

# WARFARE ON VARIOUS FRONTS



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## GOING UP TO THE BATTLE OF VERDUN

French soldiers resting by the road while on the march to the defense of Verdun. This photograph gives a vivid idea of the equipment of a soldier in the field. These are veterans. They have been through the horrors of the worst war in the world's history and have passed from the theoretical to the practical view of soldiering. Their equipment is not as smart as it would be in time of peace, but it is eminently suited to the demands of an active campaign. The soldier in the foreground is evidently a bit of a sentimentalist, for he has added to his 60-pound burden the care of a pet dog which leans affectionately against him as he rests on the ground. Soldiers in the trenches are fond of pets and mascots and many stray dogs are adopted by them.



## CHINESE SOLDIERS AT SALONIKI

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They fight under the French flag and come from Annam, Cambodia, Cochin-China, Tonking and Laos, constituting French Indo-China. This colony has a population of over 16,000,000 and could furnish the men for an army of more than 1,000,000.

Before the war only about 14,000 native troops were maintained in the colony. The Chinese troops at Saloniki have not yet had a chance to show their mettle, but signs point to an early Allied drive against Turkey and Bulgaria from there.



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## TRANSPORTING WOUNDED MEN IN THE ALPS

An Italian picture showing one of the difficulties that must be overcome in carrying on a campaign in the high Alps. Wounded men are carried on aerial lines that remind one of the old-fashioned cash carriers in department stores. Supplies are brought up in the same way. The Italian campaign against Austria is being carried on with vigor, but the gains are small.



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## WIREWORK OVER TRENCHES

On the French front many trenches are protected by barbed wire strung over the tops in the form of a coarse netting. This is an effective defense against storming parties, and may ward off hand grenades and trench bombs. Bombing squads are now second only to machine gun operators in importance among the "specialists" at the front.



# MEN WHO ARE MAKING AMERICA

MINOR C. KEITH, CIVILIZER AND RAILROAD BUILDER, WHO PLANS  
ONE GREAT CENTRAL AMERICAN COMMONWEALTH

BY B. C. FORBES

EDITOR'S NOTE:—This is the third of Mr. Forbes's fascinating articles. In it he tells of an American whose name is scarcely known to the public of his own country, but is a household word in Central America. The story of Minor C. Keith is more romantic than fiction. Next week Mr. Forbes will write of another American whose life-story is as wonderful as a fairy tale, and whose name is known from one end of the land to the other—Charles M. Schwab.

ONE American could have a crown for the asking. He is the uncrowned king of the tropics, the Cecil Rhodes of Central America, a demi-god in the eyes of half a dozen republics.

There sits daily in an unpretentious office at Battery Place, New York, a silent Hercules who is transforming the American tropics from a jungle to a fruit garden, who is creating prosperity, health and peace where only poverty, disease and revolutions formerly luxuriated, who is busily steel-rail linking Central American republics to one another as a necessary preliminary to their union into one powerful commonwealth and who, also, is plodding to make it possible to travel from New York, Chicago or San Francisco all the way by rail to Panama or even to Rio Janeiro.

"When Mistah Keith comes here de country has a holiday. You can't get within blocks of de station. He is de greatest man ever live—an' de best-hearted. De poor know dat."

That was the tribute paid Minor C. Keith by a colored waiter in the San Jose Hotel in Costa Rica's capital when I mentioned the great civilizer's name.

Minor C. Keith was a Brooklyn lad who, at 16, started in a men's furnishing store on Broadway, New York, at \$3.00 a week, didn't care for selling collars, socks, and neckties, and quit in six months to become a lumber surveyor. He made \$3,000 in the first year and then went into the lumber business on his own account, his father having followed that industry.

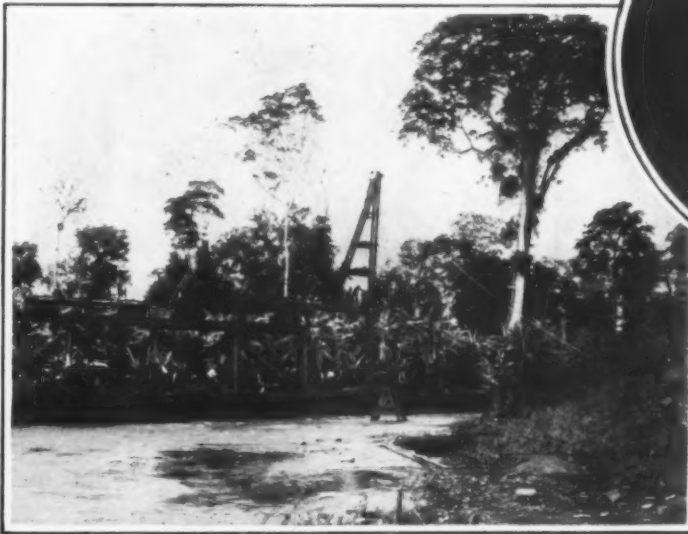
Before old enough to vote he was raising cattle and hogs on a bleak, uninhabited island called Padre Island (as long as Long Island) near the mouth of the Rio Grande. He had looked over the country after the Civil War and decided to settle on this forsaken territory. Only one other family lived on the island.

Here young Keith trained for the battle of life, under



MONUMENTS OF A LOST RACE

Interesting relics are found when the jungles are cleared. This is the tallest stone at Quirigua, the site of a ruined city in Guatemala.



RAILROAD BUILDING IN TROPICAL JUNGLES

Showing the construction of a bridge across the River Jimenez in the Santa Clara district of Costa Rica. This was one of the many enterprises handled by Mr. Keith.

rough, nerve-trying circumstances, with two revolvers never unhitched from his belt and with cattle-thieves and other care-free gentlemen all about him when he crossed to Texas and the Mexican border to buy cattle. He rose at four every morning, roughed it for sixteen hours daily, often slept outside—and prospered.

He reared and bought cattle all over the surrounding territory to kill for their hide and tallow. The beef, not worth anything in Texas in those days, was sold to swine! He amassed a herd of 4,000 stock cattle and 2,000 pigs. Stock cattle were then worth \$2.50 to \$3.00 and steers brought \$1.00 for each year of their age. (To-day, alas! we city folk pay 35 cents a pound for the choicest parts of such steers!)

Then something happened to change the course of Keith's career. His uncle, Henry Meiggs, was the famous builder of the first railway over the Andes and of other epochal South American lines. Minor's eldest brother, Henry Meiggs Keith, had joined his uncle in Peru and had taken over a contract from his uncle to build a railroad in Costa Rica for the Government. One day, in 1871, Minor received a letter from his brother asking him to come to Costa Rica.

"He told me," said Mr. Keith, "that I would make more money in Costa Rica in three years than I could make in Texas all my life. Perhaps there was a railroad tinge in the family blood. I went."

Little did he dream that his migration was destined to shape Central American history.

The whole Atlantic Coast from Mexico to Panama was then a dense, unexplored, formidable jungle, with only a few Caribs and Creoles here and there who eked out an existence by fishing for hawksbill turtle, gathering sarsaparilla, vanilla beans and wild rubber. There was no steamship service to any port in Central America on the Atlantic side.

Minor's job was to run the commissariat of the railway. His brother subsequently died and the construction of the railway was suspended through the Government



A MAN WHO COULD BE KING

Minor C. Keith, who has developed Costa Rica and other Central American countries from jungles into prosperous commonwealths.

not being able to supply the money. In order to carry out his brother's undertaking he recontracted the coast line of the railway with the Government. Also to make possible the building of the mountain section for which the Government had not the needful \$6,000,000, he made a contract

with the Costa Rica Government to settle their external debt which had been defaulted for 13 years. He proceeded to London and after many difficulties arranged a settlement of the debt and all arrears of interest, and obtained \$6,000,000 for the construction of the railway.

Before the railroad was begun the journey from San Jose down to the coast, about 100 miles, took, during bad weather, about two weeks plodding through woods, bogs and jungles infested with reptiles. The Costa Ricans had a saying: "The man who makes the journey once is a hero; the one who makes it twice is a fool."

Puerto Limon was the name given the coastal starting-point of the railroad. Not one house marked the spot. Not one pound of fresh beef was to be had, not a single fresh vegetable, not an ounce of ice to combat the satanic heat. All was jungle, snakes, scorpions, monkeys, mosquitoes.

The construction of the railway on the coast commenced in a jungle and ended in a jungle, which was entirely devoid of population and many of the rivers were without name. Subsistence for two or three years was principally on salt codfish and a sprinkling of canned goods.

The surveying over, the real troubles began. Labor could not be enticed to such a graveyard. The natives abjured the fever-soaked coast as they would a plague.

But Minor C. Keith had undertaken to build this railroad for the Costa Rican Government and he meant to do it.

Off he went to New Orleans and began engaging laborers—cutthroats, robbers, thieves, and other riff-raff. He rounded up 700 of them. The Police Commissioner warned Keith that his cargo was more dangerous than dynamite.

Such was the cargo of the first steamer in history to sail from New Orleans for Central American Atlantic ports, the *Juan G. Meiggs*, owned by the Keiths. The voyage was eventful.

The boat struck a coral reef north of Belize, Honduras, and began to pound—pound—pound upon the jagged rocks. The captain lost his head—the pandemonium was terrific. A barrel of liquor fell into the hands of the 700 ruffians and scores of them promptly got drunk! Then they mutinied and became threatening. But Keith was not white-livered. He armed his foremen, and they succeeded in cowing the 700.

The ship finally backed off, Port Limon was eventually reached and the men set to work, at a dollar a day. Of the 700 not more than 25 ever returned. The deadly jungle claimed the rest.

Subsequently De Lesseps was struggling to cut the Panama Canal and labor was not to be had as the higher wages paid in Panama enticed the laborers away. Yet Keith would not give in, although hundreds were dying around him, including first one and then another of his own

(Continued on page 160)



A TROPICAL FARM OF THE BIGGEST FARMER IN THE WORLD  
Quirigua farm, in Guatemala, controlled by the United Fruit company, which conducts the most extensive farming operations of any company or individual in the world.

# THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

## HOW TO HOLD HIGH-PEAK BUSINESS

THE war has thrust unparalleled prosperity upon the United States. Our foreign trade has passed the six billion mark—a world record. We have not had to seek trade; it has sought us. The situation will be different after the war, yet little or nothing is being done by the Government, or by the cooperation of the Government and big business, to make permanent the high-peak business we are now enjoying. All commercial treaties between the belligerents have been abrogated by the war, and it is the purpose of the Allies to deny the Central Powers the "most favored nation" treatment during a number of years to be fixed by agreement. This economic pact provides that they shall grant each other compensatory outlets for trade to offset business thus lost. "Neutrals," says the *New York Journal of Commerce*, "are not included in this agreement, it is significant and important to note." What is the United States doing, in a national way, to protect its trade interests after the war, or to gain such a hold on foreign markets as shall prevent the "scrapping" of plants which the demands of war trade have brought into being? "With the right kind of cooperative effort between labor, capital and our Government," says William S. Kies, Vice-President of the American International Corporation, "it will not be an impossible undertaking for America to make a foreign market big enough to absorb every pound and every dollar's worth of the full capacity which we have got for virtually no expenditure of the ordinary capital of the country." Never again should we be satisfied merely to furnish raw materials to Europe, but as Mr. Kies suggests, that is what our opportunity will degenerate into unless we prepare in advance. The reconstruction of industry among all the belligerent powers will be under government auspices and direction, and we must be prepared to meet such competition in an organized way. The recommendation of the Federal Trade Commission that Congress remove all legal barriers to cooperation and combination among manufacturers in their efforts to build up foreign trade is an example of the cooperative spirit that should exist all along the line between the Government and business.

## BIGOTRY IN CHARITY DISPUTE

NOTHING could have been more unfortunate than the injection of religious bigotry into the charities investigations in New York City. Grounds for believing that this element will be eliminated are found in a letter from a committee of 30 prominent Catholic laymen addressed to the Committee of One Hundred who had recently assured the Mayor of their support in the fight he is making. The Catholic laymen promise to do all in their power to remedy any defects that may be discovered in Catholic charitable institutions, and to promote adequate supervision and inspection over all institutions in receipt of public funds for the care of dependents. This is a decided victory for the stand, taken from the start of the controversy both by Mayor Mitchel and Controller Prendergast, that the city has the right to demand an accounting of every dollar paid by it for the care of dependents to any institution, whatever its religious affiliation. It was most unfortunate that the religious question was brought into the investigation. Everyone who desires to see the children in institutions well cared for and the taxpayers' money economically administered will welcome the spirit of cooperation on the part of the Catholic laymen and second the desire expressed in their letter that this "bitter and acrimonious quarrel" should not become "a religious controversy."

## HOME RULE COMPROMISE DITCHED

AT the outbreak of the war Germany counted upon threatened civil war in Ireland to greatly handicap Great Britain, but Ulsterite and Nationalist, Protestant and Catholic, sprang to the Empire's defense. The Sinn Fein revolt about Easter time showed, however, that all was not peaceful in the Emerald Isle. Hardly had the revolt been put down with relentless vigor when David Lloyd



George appeared on the scene and with fine diplomatic hand patched up a compromise that was to last during the war. John Redmond and Sir Edward Carson, though their followers assented but reluctantly, accepted the temporary operation of the chief features of the home rule bill, the six Ulster counties to be excluded till after



the war. An unfortunate speech by Lord Lansdowne in the House of Lords, in which he declared that the exclusion of Ulster was to be permanent, that a military force was to be maintained in Ireland to secure the enforcement of the law, and that Irish representation in the Imperial Parliament was to be reduced, upset the whole



agreement and set the Irish pot boiling once again. The British Ministry was accused of bad faith, and had it not been for the war the Irish fiasco might have brought about the downfall of the Coalition Government. "It is humiliating to us," says the *London Daily News*, "at a time when we claim to be fighting the battle of the small nationality. It means that the sympathy of America is lost to us and that the whole sentiment of the dominions is against us." Says the *Daily Telegraph*: "Now we have the old stone tied once more round our neck in a heavier and more dangerous shape than ever." Archbishop Walsh, of Dublin, in a letter to the public says the country now "faces a truly awful prospect." Declaring that the British public and press and the Irish party were ready to stand by the agreement, the *Freeman's Journal* says: "The Government alone was found without faith and without courage. It will be harder than ever, consequently, to induce the Irish people to credit either the good faith or the good intentions of British statesmen." "Fortunately for England and Ireland," declares William O'Brien, leader of the Independent Nationalists, "the partition plot is dead and damned." Sir Horace Plunkett, authority on Irish agricultural problems and identified with no party, believes that "home rule at the end of the war is perfectly secure."

## FOR THE COMMON GOOD

THREE noteworthy benefactions for combating disease have recently been made by the Rockefeller Foundation. One is a gift of \$50,000 to New York City to be spent in aiding the Health Department to fight the epidemic of infantile paralysis. Another is an endowment of \$10,000 to establish at Sing Sing prison the country's first clinic of crime. Specialists will study the minds of prisoners in a search for the cause of their crimes. Penologists see in such a study, conducted by the best scientists, a great force for the reconstruction of the lives of prisoners. The third contribution to the public welfare is the establishment near Princeton, N. J., of the Department of Animal Pathology of the Rockefeller Institute. Its work will be the study, by means of animal experimentation, of fundamental biological and medical problems upon which the health of the human race depends. Yet this is the Foundation which Francis P. Walsh, appointed by President Wilson as Chairman of the Federal Commission on Industrial Relations, declared should be abolished as a menace to society. The Rockefeller Foundation is not only the largest but the most efficient of benefactions established by an individual.

## BRITAIN SOFTENS THE BLACKLIST

THE assurances of the British Ambassador that the British blacklist was not directed against neutrals and that neutrals need have no fear about dealing with blacklisted firms is an important concession, but does not dispose of the issue which the blacklist has raised. The *New York World* points out that this assurance is rudely upset by a statement issued to the press of Valparaiso, Chile, by the British Consul General at that place in which "neutrals or allies" are warned against doing business with blacklisted firms in Chile. The *New York Times* had such an application of the order in view when it said: "The glaring vice of the blacklist is that it threatens something like a secondary boycott, involving great injury to concerns not engaged in trade with Germany, but chargeable only with having trade relations with a blacklisted firm, which again is not an offense." The *New York Herald*, on the other hand, holds that the commercial question involved in the so-called blacklist will settle itself, and that "no possible good can come to this country from a policy of diplomatic 'pinpricking.'" The United States is the last of the neutrals to be blacklisted, and despite its commercial size its list is one of the smallest. The smaller neutral nations, which have suffered in this way for some time, have been waiting for the United States to be put on the list so that we might take the lead in seeking redress and possibly in commercial reprisals. Sweden has resorted to reprisals and thus secured a modification of the blacklisting measure directed against her.



# WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

## A BITTER TRADE WAR OPENS

THE blacklisting of eighty American firms and individuals is one of the evidences of the beginning of a world-wide trade war with which the United States must cope. It is part of Great Britain's effort to eliminate German trade, and ignores the interests of neutrals. One of the effects of the war in Europe has been to develop the idea of governmental control as never before. Americans are not afraid of foreign competition; but when the individual and corporate foreigner is reinforced by his government and the American is not, there is danger of the latter's annihilation. Europe will be divided into two great trade organizations following the close of the war. If the neutral nations were to contract similar alliances in which the United States was a party, there might be a chance for Americans. American sentiment, however, is hostile to foreign alliances of any sort. The problem settles down to the question of how much the American government will do for its citizens. The very least is the passage of the Webb bill which legalizes cooperation among American firms for the foreign trade. Another is for the American government to get behind its manufacturers and bankers and do for them what the British government is doing for its own. It is all very well for American concerns to compete among themselves at home, but existing laws should be amended to permit them to unite to resist trade war which seeks to make the United States its battleground, and whose first move is revealed in the British "blacklist" and blockade. There should be no differences leading to war between the United States and Great Britain. There can be differences, however, leading to trade reprisals, which will damage Great Britain more than the United States, since this country might easily dwell behind a tariff wall completely independent of all other nations, as we produce everything needed by our own citizens, whereas Great Britain must be dependent upon outside help for her foodstuffs, cotton and other raw products.

## MEXICO'S EVER- LASTING PROBLEMS

MUCH has been written about the Mexican problem, but so far as the American government is concerned it has resolved itself into a search for a method whereby the American border may be thoroughly protected from bandit raids. What Carranza is being asked to do is to find a substitute for the presence of American troops on Mexican soil. The probable result of the conference between representatives of the two nations will be an agreement whereby American troops will withdraw to American soil with permission to return to Mexico whenever necessary to a successful pursuit of raiders. This is merely a superficial solution. It does not give assurance of protection to American lives and property in Mexico. It is an admission that anarchy and revolution must be permitted to go on in Mexico regardless of the interests of Americans and other foreigners, until such time as Mexico works out its own destiny. That time is a long way off. The Mexican problem bids fair to remain an open sore until the knife of the international surgeon is applied.

## LENDING MONEY TO FARMERS

ANY farmer who is plowing rented land will make a mistake if he acts on the assumption that under the new rural credits law he will be able to raise money to buy land. Under the new law, any farmer who owns his own home may mortgage it. Probably he should feel grateful that the new law at least does not take from him any of the privileges he formerly enjoyed. The fact remains that his privileges are not increased. The primary purpose of the act, as explained by the Agricultural Department, is to permit agricultural prosperity by enabling farmers to borrow money on farm mortgage security at a reasonable rate of interest and for relatively long periods. There are to be twelve land banks. But the basis of these banks is the cooperative organizations of farmers which will pass upon the credit of those who seek loans. No farmer can borrow unless he is a shareholder, and for this reason many farmers will prefer to borrow without investing in bank shares. As a matter of fact, farmers are already well supplied with

## SPASMODIC PROSPERITY



Drawn for Leslie's by  
E. W. Kemble

UNCLE SAM:—"YOU KNOW THAT THIS IS NOT GOING TO LAST LONG."

mortgages on reasonable terms. The insurance companies have \$646,961,371 in farm mortgages at an average rate of 5.55 per cent. The new law says that the Federal banks shall not charge above 6 per cent. The farmer will have to give the same kind of security he formerly gave, and the new system will not make a good borrower out of a poor one.

## A BLOW AT PROSPERITY

CONGRESS seems bent on killing the goose that lays the golden eggs, in addition to hitting 400,000 individuals directly, together with the 2,500,000 stockholders in American corporations. Many of the same stockholders will be hit again by the direct tax on munitions of war. The stockholders of the E. I. du Pont de Nemours company and the Hercules Powder company met recently to protest against the munitions tax which has passed the House and is now before the Senate. The meeting was called by the Wilmington chamber of commerce, and it was pointed out that the munitions business was largely responsible for whatever prosperity is found in the United States to-day, either directly or indirectly. The three industries against which the special tax is directed are those engaged in manufacturing gunpowder and explosives, guns, shells and copper. The tax is distributed as follows: three per cent on copper; five per cent on shells and guns and eight per cent on gunpowder. The tax hits copper three times—twice before it actually gets into munitions, making a levy of about eight per cent in all. The taxes on the gross business, in so far as the du Pont stockholders are concerned, will amount to about \$21,000,000, or about \$31 a share. From two-thirds to three-fourths of all the powder manufactured in this country is made in Delaware, and with a population of about five-hundredths of the entire country, Delaware is called upon to pay one-fifth of the tax. The effect of the present tendency in Congress, if not the purpose, is to discourage investments in American industries. It approaches confiscation.

## CUTTING THE CAMPAIGN FUND

THE expenses of candidates for the Senate and House are already limited by law, and members must file a statement itemizing what they spent and how they spent it. The chief purpose of the so-called corrupt practices bill which recently

passed the House and is now pending in the Senate is to limit candidates for President and Vice-President to \$50,000 and \$25,000 respectively for their campaign expenses. Political committees may spend any sums they please. Limitations placed on committees merely refer to the method of expenditure or the source of contribution. The proposed law, so far as it confines a Presidential candidate to an expenditure of \$50,000, is wholly unnecessary. It must be intended merely as a compliment to the candidates, since there is no known case where a candidate for President has ever contributed \$50,000 to a campaign. Not in recent years has there been a candidate who could afford to contribute so much. Cleveland, McKinley, Roosevelt, Taft and Wilson were all men of moderate means. So is Mr. Hughes. Neither Wilson nor Hughes is at all likely to have \$50,000 lying around loose.

## IS JAPAN TO BE FEARED?

MANY of the advocates of military and naval preparedness in the Senate and House vote from different standpoints. It must be admitted, however, that most of the members of the Senate and House usually have Japan in mind as our possible future adversary. This is due largely to the fact that the Pacific coast objects to the admission of Japanese. Senator Chamberlain, chairman of the Military Affairs Committee of the Senate, recently urged the enactment without amendment of the army appropriation bill carrying nearly a third of a billion dollars, on the ground that this country eventually might be forced to face a Russian-Japanese combination. He said that this country some day, probably not in his lifetime or generation, would have to meet Japan, unless America does what Count Okuma says she must, and that is "get off her pedestal of superiority as a race and place herself on an equality with Oriental races." Senator Chamberlain said that the Japanese were a proud, strong and virile race, and also a predatory race; that they now have a treaty with Russia and another treaty with England. The treaty with England is offensive and defensive. Commercial Japan, however, is more feared than military Japan. The recent convention of the National Association of Window Glass Manufacturers in Atlantic City was stirred by an announcement that Japan is preparing to build window glass factories equipped with American machinery. Japan is described as one vast factory and, with labor at from 10 cents a day upward, will be one of the biggest bidders for the world's trade. It is rumored that Judge Gary has gone to Japan to see whether or not the Steel Corporation can advantageously establish a plant there.

## NOT ON THE BARGAIN COUNTER

WHEN Roosevelt was President, his Secretary of State negotiated a treaty with Denmark for the purchase of the Danish West Indies, the three islands of St. John, St. Thomas and St. Croix, at \$5,000,000. That was the price fixed in the agreement between Denmark and the United States. The treaty was ratified by the American Congress and by the lower branch of the Danish parliament. It was defeated by one vote in the upper branch. Denmark, because of straitened circumstances due to the European war, recently expressed the desire to enter into another treaty for the purchase of the islands by the United States. The present Administration has agreed to pay \$25,000,000 for the same islands, "throwing in" American discovery rights in Greenland. Denmark is going to charge us five times as much as she would have charged Roosevelt. Is this due to the high cost of living? The taxpayers have to pay heavy income taxes, munition taxes, taxes on copper, inheritances, and everything else. They have to pay for a \$20,000,000 nitrate plant, when private interests would have built a plant without charge to them, and would have let the government fix its own price for the nitrates. They have to pay \$11,000,000 for a government armor-plate factory, although the private plants offered to save the government this expense and let it fix its own price for armor plate. The cost of living has gone up. So has the cost of government.

# SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



## CHAMPION WATER NYMPHS OF THE U. S. A.

Beauty and skill combined constituted the principal feature of the recent championship swimming races at San Francisco at which gathered practically all of the country's champions. Among the best-known of the fair sex were those shown in the photo, and they are (upper row, left to right) Ethel Daley and Frances Cowells, San Francisco; Claire Galligan, New York; Mabel Green, San Francisco, and Lorraine Lone, Honolulu; (bottom row) Olga Dorfner and Agnes Huber, Philadelphia, and Miss G. Galligan, New York. Miss Dorfner won the first 100-yards A. A. U. championship race for women, 1.08½; Miss Claire Galligan second, and Miss Huber third. The 50-yards race for the Pacific coast championship was won by Miss Cowells, with Miss Daley second.

## "GOOD-BY, MATTY, AND GOOD LUCK"

(A pal's tribute)

The old Master's best days are ended,  
His shadow has passed o'er the hill;  
The mighty arm so long our boast  
Has lost both its cunning and skill.  
But he was a faithful soldier,  
For he served his full time—and more;

And his years as king of pitchers,  
Why they numbered almost a score.  
We know that the fans will miss him,  
They loved him as player and man;  
But the real heart aches are felt by us—  
His pals of the Giants' clan.  
We patted his shoulder at parting,  
We wished him good luck and God speed;  
And we tried to stifle our feelings,  
But I fear we didn't succeed.  
The tears would moisten the eyelids,  
For he was a friend worth while;  
May his future pathway be rose strewn,  
With sunshine throughout each mile.



Charley Herzog



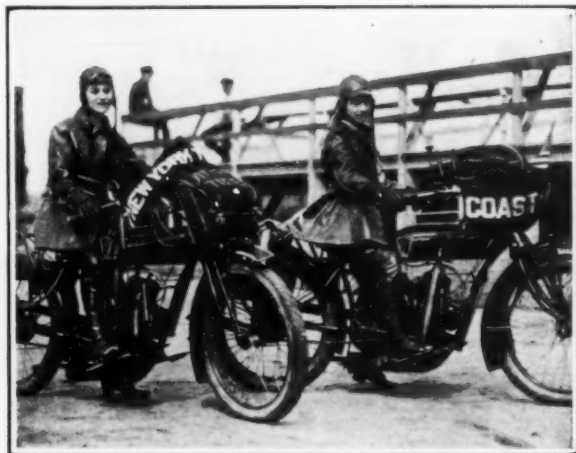
"Slim" Sallee



Wade Killifer



Christy Mathewson



## ON A TRANSCONTINENTAL SPIN

To prove that women are an important factor in national preparedness and efficiency, Misses Adeline and Augusta Van Buren of New York, descendants of Martin Van Buren, once President of the United States, started from the Metropolis to San Francisco on the first motorcycle trip across the continent ever attempted by women.

## BASEBALL'S BIGGEST TRADE

Many indeed have been the important deals made at various times by the club owners in the National League to strengthen their forces, but few, if any, equaled the recent transactions made by the men behind the Giants in an effort to again put that outfit in the pennant contending class. First, "Slim" Sallee, sometimes referred to as an eccentric pitcher, but one of the cleverest of the present-day "south paws" just the same, was purchased for \$15,000 from the St. Louis Cardinals, with whom he refused to play longer. Then came a far bigger move and one which startled all balldom, when Christy Mathewson, one of the standbys of the New York club's pitching staff for fifteen years and as popular and clean a player as ever donned the spangles, together with Eddie Roush and Bill McKechnie, was traded to the Cincinnati Reds for Charley Herzog, then manager of that team, and Wade Killifer. The Giants' infield was in such bad shape that Manager McGraw had to have a star to pull it together, and Herzog, one of the cleverest and most peppery players on the diamond, was selected to fill the gap. Matty returned to the Reds after an absence of sixteen years.



## WAR IS NOT ALWAYS WHAT SHERMAN SAID IT WAS

At Saloniki, where forces representing the Entente allies have been encamped for many weeks, the troops often are entertained by something other than the music of shot and shell. The pic-

ture shows some two dozen clever acrobats among Great Britain's soldiers from India giving an impromptu circus for the benefit of their comrades.



# PEOPLE TALKED ABOUT



## SOCIETY WOMEN READY TO GO TO WAR

Lake Forest, the fashionable Chicago suburb, held a country fair for charity recently—the 17th annual event of its kind—in which all the prominent people took part. Among the attractions was a Red Cross booth which was in charge of society women who have volunteered for service in case of war and who have taken training. This group of five includes, front row, left to right: Mrs. Robert Hotz (in chair), Miss Lolita Armour, Miss Helen Farwell; standing, in rear: Miss Emma Carry, Mrs. Philip Doane.



## GIVEN A DIFFICULT POSITION

The President has appointed Abram I. Elkus of New York City to be Ambassador to Turkey, to succeed Henry Morgenthau, who resigned to take part in the campaign for Mr. Wilson's reelection. Mr. Elkus, who is a Jew, is a leader of the New York bar. He has held many positions of public trust. The position to which he has been appointed is a difficult one, the many problems of the war having greatly complicated the affairs of an embassy that was always full of trouble.



## HANDLES THE PRESIDENTIAL SPECIAL

W. A. Kizziah, of Spencer, N. C., has been a railroad engineer for 32 years and has a perfect record. He has for more than 10 years been at the throttle of the New York and New Orleans Limited. When the President of the United States passes over the road on which he is employed, Engineer Kizziah is always selected to handle the presidential train.



## THEY SAVED THE "HECTOR'S" CREW

Captain Torvold Nelsen of the tug *Wellington* and his two daughters, Miss Annie (to the left) and Miss Johanna. The *Wellington* took off 121 members of the crew of the U. S. collier *Hector* when that craft went aground off Cape Romain, near Charleston, in a terrific storm. The rescue was attended with great difficulties and some of the men were hurt. The Misses Nelsen were on the tug and worked all night caring for the injured. After an experience more thrilling than usually falls to the lot of seafaring ladies they reached Charleston in safety. The Nelsen family lives in Jacksonville, Fla.



## "BICYCLE BISHOP" OF DAKOTA

Rev. W. B. Cowgill, a Presbyterian minister, has a circuit in McKenzie County, N. D., that requires much traveling and during the four years of his pastorate he has made more than 15,000 miles on his bicycle—hence the name by which he is generally known. He can preach in English, German and Norwegian and has congregations of all three nationalities.



## PIONEERS WHO CLEARED THE TEXAS FRONTIER

In Llano County, Tex., are 12 men who were among the pioneers of that section, and took part in many desperate fights with Indians. Recently C. E. Shults, a banker of Llano, got the twelve together and they were photographed.

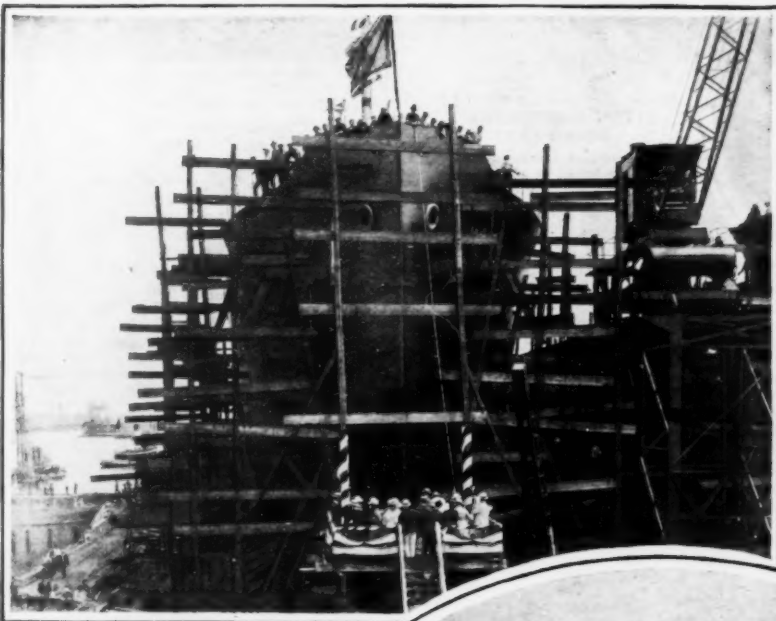
They are, left to right, standing: George T. Walker, J. T. Simpson, J. R. Moss, H. A. Coggins, M. B. Clendenin; seated: T. C. Masters, J. C. Leverett, Gabe Sholt, C. E. Shults, Riley Gregg, L. Sullivan, Carter Miller, John Longbottom.



#### KING GEORGE REVIEWS CANADIAN TROOPS

CENTRAL NEWS PHOTO SERVICE

Dominion Day was observed in England with elaborate attentions to thousands of Canadian troops waiting there until needed on the front. King George reviewed many battalions of them at Aldershot, where they were being polished up in military niceties. The Canadians are most popular in Great Britain, since they have no superiors as fighters. General French is shown riding just back of the king.



SCOTT

#### THE FIRST OF A BIG FLEET

Getting ready to launch the *Bramell Point*, an oil-burning tanker of nearly 5,000 tons, at Baltimore. This is the first commercial motor vessel built in the United States. It is one of a fleet of four now building for the transatlantic service of the Vacuum Oil Company of Rochester, N. Y.



#### TWENTY-TWO KILLED BY GAS UNDER WATER

SMITH

Patrick Lee (in straw hat) and Martin Nelson (in cap) are two survivors of the Cleveland waterworks tunnel disaster in which twenty-two men met death through gas leaking into the tunnel. They were working under Lake Erie four miles from shore when gas collected in the tunnel and subsequently exploded. Twelve men were cut off and were probably killed by the explosion. Superintendent Gustav C. Van Dusen and others tried to rescue the imprisoned workmen and were themselves overcome, ten fatalities resulting.



DRAWN BY E. NATANIA FOR THE SPHERE, LONDON, 1917

#### HEAVY BRITISH HOWITZER IN ACTION IN FRANCE

The Great War has brought about many wonderful changes in the machine of which is here pictured. Until recently no one would have thought it possible to transport heavy artillery from railway trucks, but the feat is being accomplished successfully. The men are shown standing clear of the gun, which has just been fired. The backward motion of the gun created by the discharge and the throwing of the heavy steel truck on which it is mounted. The same principle is used in the quick-firing smaller guns, which do not have to be aimed after each shot. The British claim, with a considerable show of better artillery service than the Germans—a condition that was not true the past two months.



# PICTORIAL DIGEST OF THE WORLD'S NEWS



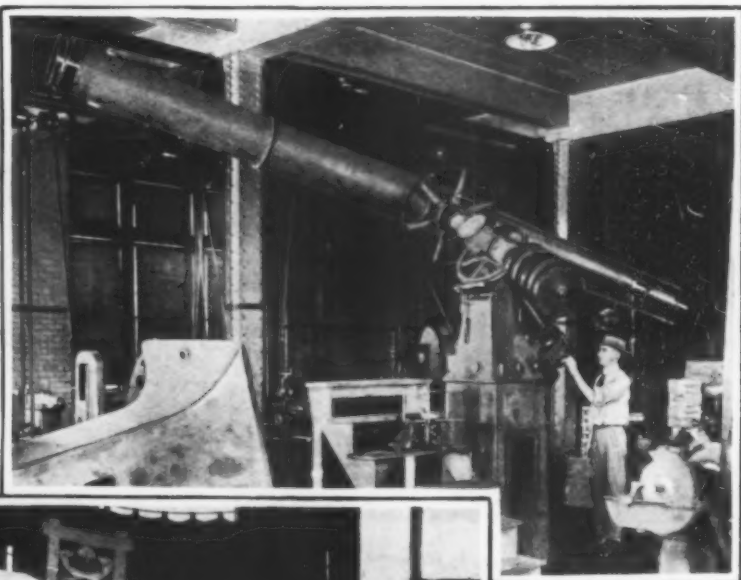
## BUCKING CONTEST WON BY A BOY

ASHLAND STUDIO

Derrill Cannon, a 17-year-old boy, won the first prize in the bucking contest at the Ashland, Oregon, roundup in July, and was awarded a \$150 saddle. The roundup lasted three days and was attended by 30,000 people. The program included breaking wild horses, riding bucking broncos and steers, running races, roping and other stunts of ranch and frontier.



...in the machinery of slaughter, one have thought it possible to fire heavy ... In the drawing just been fired. The recoil device ab- discharge and prevents it from over- d. The same principle is used in the ed after each shot, but remain at the considerable flow of truth, to have a hat was not thought about until within is.



## BIG TELESCOPE BUILT BY STUDENTS

The largest telescope in Nebraska, and perhaps in the Middle West, is nearing completion in the machine shop of the engineering department of the University of Nebraska at Lincoln. Its construction has been in progress for seven years and the work has all been done by students in the engineering department. The telescope is 18 feet long and has a 12-inch lens. It will be installed in the department of astronomy. Its cost in the market would have been \$6,000.



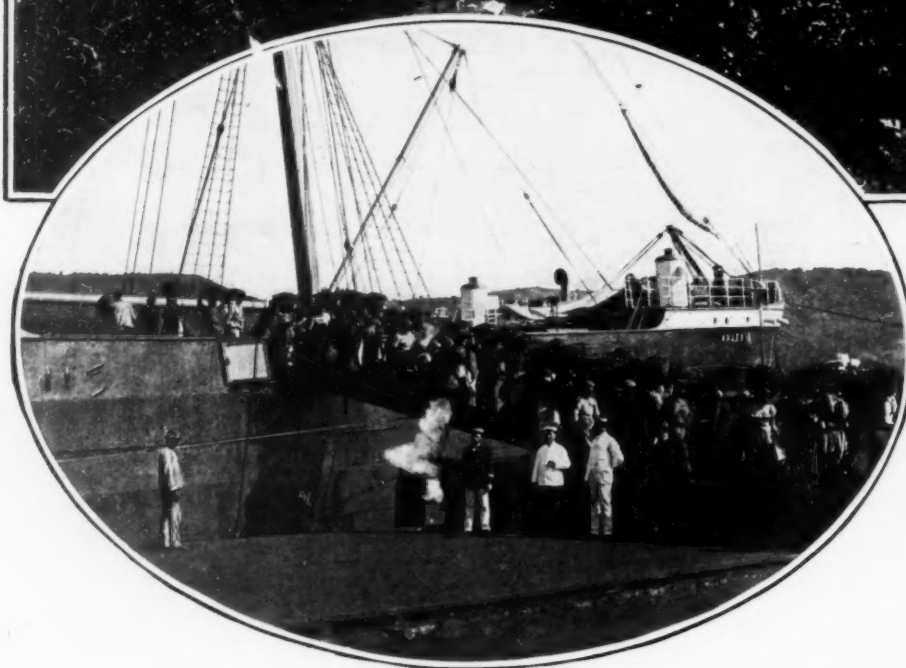
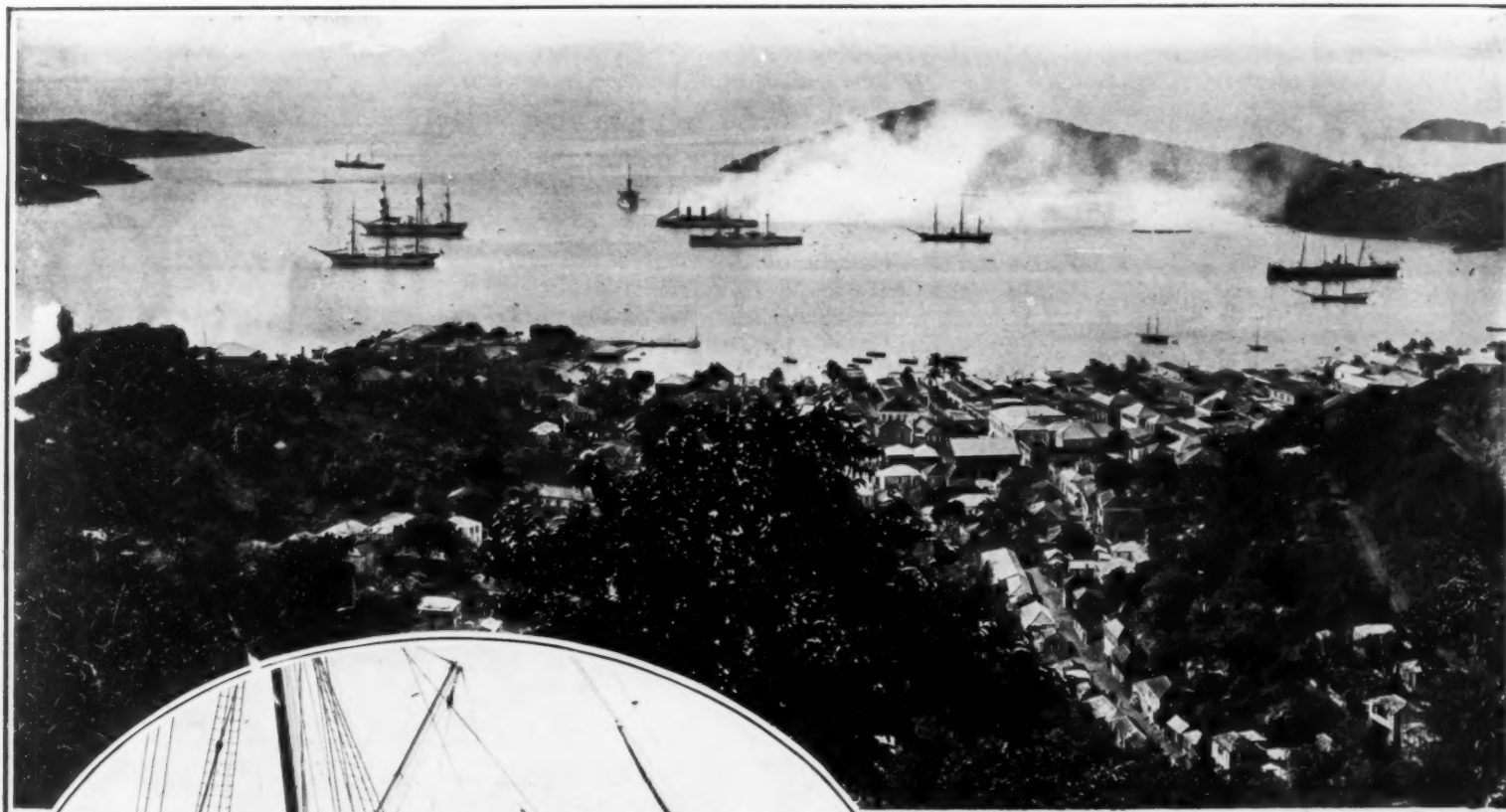
## BUILDING THE LARGEST STATUE IN THE WORLD

Kichitaro Nishio, a Japanese millionaire, with the support of a number of prominent countrymen, including Admiral Togo, has undertaken the construction of the greatest stone image in the world. It is to be a statue of Nichiren, a saint in the Buddhistic calendar, and will be chiseled out of the face of a rock ledge on the island of

Ushigakubi, which is owned by Mr. Nishio. The image will be 240 feet long and in a reclining position, as shown by the wooden model in the picture. The men are the promoters of the enterprise, which is expected to attract many tourists. The fifth from the left is Admiral Togo, while the fourth from the left is Admiral Kamimura.

# THE DANISH ISLANDS FOLLY

BY W. E. AUGHINBAUGH, EXPORT EDITOR OF LESLIE'S



COALING SHIP AT ST. THOMAS

This work is done by negro women who carry the coal up gangways in baskets that they balance on their heads. St. Thomas had quite a business as a coaling station before the war.

## HARBOR OF CHARLOTTE AMALIE, ST. THOMAS

A safe and spacious haven that will make an excellent naval base. It is to prevent some other power utilizing it for such a purpose that the United States has wanted to acquire these islands for half a century.

St. Croix and St. John. They lie just to the east of Porto Rico and are 1,160 miles from New York. They are on the trade route to the Panama Canal, have at least one perfect harbor and are wanted by the United States principally to prevent them from falling into the hands of some great seafaring nation, in which event they would be a menace to our naval interests.

St. Thomas is the largest island of the group and is only 26 miles from Fajardo, Porto Rico. It is in the trade route from Europe to Central America and northern South America, and was, before the war, a port of call for German shipping, the Hamburg-American line maintaining a coaling station and dry dock there. The harbor is excellent. Charlotte Amalie, the capital of the islands, is a crumbling town of 15,000 population.

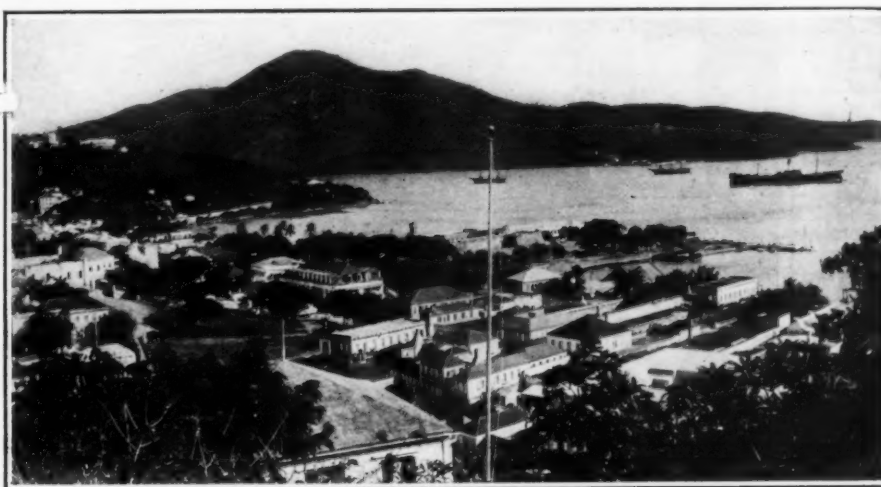
I happened to be in Charlotte Amalie 14 years ago when the last treaty for the sale of the islands to the United States was up for consideration. I shall never forget the night of the anti-sale demonstration. All night long a frenzied mob of blacks surged through the streets, denouncing "Yankee annexation." The sale did not go through that time, owing, it is generally believed, to secret pressure being exerted upon Denmark by Germany. I have often wondered if the demonstration

(Continued on page 162)

**T**HE announcement has been made from the White House that negotiations for the purchase from Denmark of the three small islands known as the Danish West Indies have been completed, and that the price to be paid is \$25,000,000. The treaty authorizing the sale will have to be confirmed by the Senate and Congress must appropriate the purchase price, so at this writing the deal is still far from being consummated.

This is not the first time that the purchase of these islands has been discussed, and Uncle Sam seems to be a worse shopper now than ever before. The idea of paying \$25,000,000 for 138 square miles of volcanic islands inhabited by 32,000 negroes, most of whom are starving, seems preposterous, more especially as 14 years ago Denmark offered the same islands to us for \$5,000,000. That sum is far in excess of their commercial value. The principal industry is the growing of cane and the manufacture of sugar and rum. This business has fallen off in the face of competition from more progressive communities, and the coaling station maintained by the Hamburg-American line has been almost idle since the beginning of the war, so that many of the inhabitants have been dependent upon the Danish government for food. Denmark has been hard hit by the war and cannot afford to support the islands and also needs the money that she will get for them. It must take clever diplomacy to sell a losing proposition, when the seller is known to be in financial straits, for five times what it is worth. But the Danes have accomplished the trick unless Congress rebels.

The Danish West Indies consist of the three islands of St. Thomas,

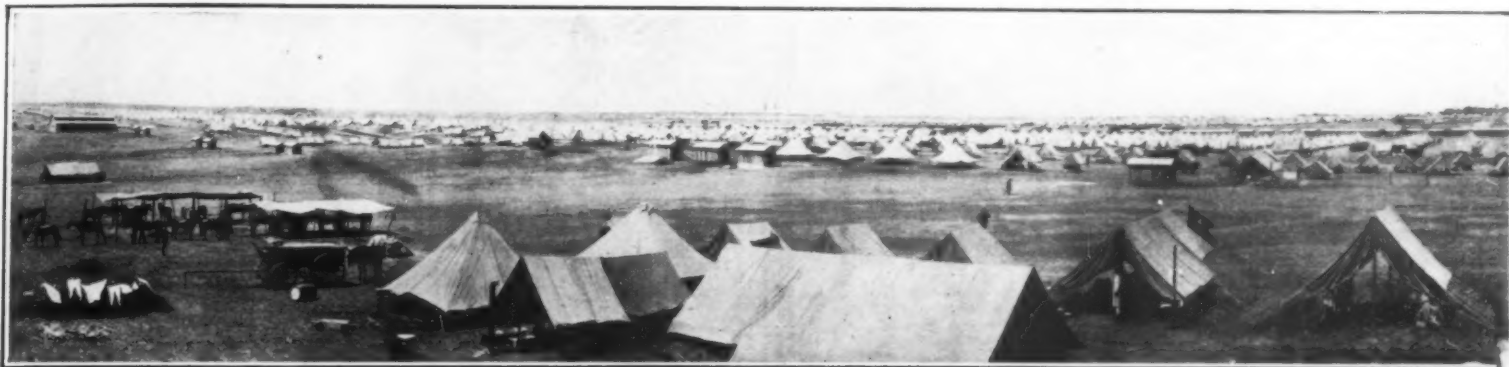


THE BEAUTIFUL ISLAND OF ST. CROIX

Glimpse of the harbor and city of one of the three islands that the United States proposes to pay \$25,000,000 for.



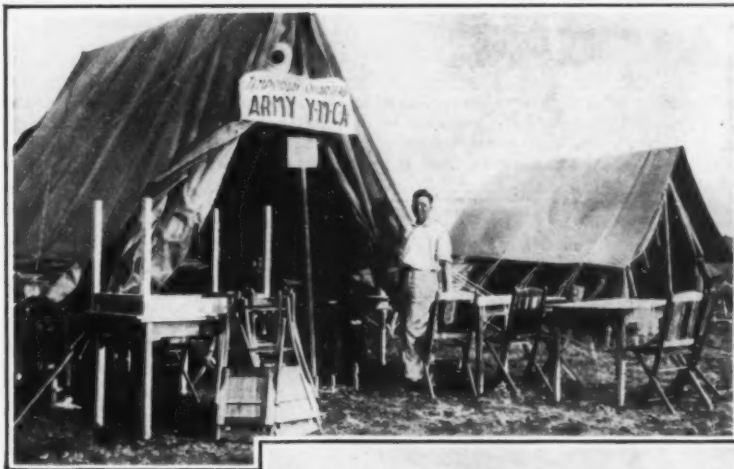
# FIELD WORK OF THE Y. M. C. A.



**TWENTY THOUSAND SOLDIERS IN CAMP NEAR SAN ANTONIO**

Panoramic view of a part of Camp Wilson, where militiamen are being transformed into trained soldiers. Here the Y. M. C. A. has four headquarters buildings, only one of which is shown in the photograph. It stands to the extreme left, near the top of the picture, and is exclusively

for the use of the Eighth Illinois regiment (colored). The headquarters buildings are in charge of secretaries, the average number to a building being five. The soldiers are supplied with reading and writing material and amusements. The Y. M. C. A. needs \$400,000 for this work.



**TEMPORARY HEADQUARTERS**

As soon as the various camps were opened along the border the Y. M. C. A. put up tents to serve as headquarters until wooden structures could be erected. The tent here shown was at Camp Wilson, but similar ones were up within 24 hours after the soldiers got on the ground in every camp along the border. The enthusiasm of the army officers for the work of the Y. M. C. A. is boundless and every facility is given the secretaries.



**AN ALL-DAY CHURCH**

The Methodist church at McAllen, Tex., which is kept open all day and evening and is provided with reading matter, writing materials and a piano. The soldiers flocked to it from the start and the genial Y. M. C. A. secretaries made them feel at home. Funds for this splendid work are contributed by those who want to do something really valuable to the men who have sacrificed so much for their country.



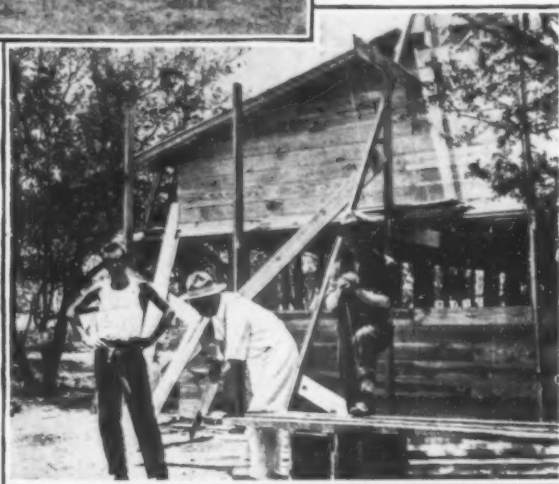
**RUSHING UP A BUILDING**

This shows the approved type of Y. M. C. A. headquarters under construction. The floor space is 40 by 80 feet and the building is 10 feet high at the eaves and 20 feet at the ridgepole. The sides are boarded up to a height of four feet. Above this is an open space of three feet covered with wire netting to keep out insects. The windows between the upper and lower roofs provide additional ventilation. Along both sides of the building are writing tables and benches. Books, magazines and newspapers are on tables in the middle of the room and space is provided at the end of the building for meetings. Pens, paper, ink and postage stamps are furnished free to soldiers and chess, checkers, dominoes and similar games are provided. The most popular feature, however, is the ice water barrel. Graphophones and motion picture machines furnish amusement. Among the larger contributors to the work are the Rockefeller Foundation, \$50,000; Cleveland H. Dodge, \$10,000; William Sloane, \$10,000; H. S. Harkness, \$10,000; Mrs. Finley G. Shepard, \$10,000; George W. Perkins, Mrs. Russell Sage and H. H. Scoville, each \$5,000.



**WHAT THE ASSOCIATION PREVENTS**

A soldier being placed in a Pullman car for transport to a base hospital. He has been wounded, but in a no more glorious cause than a saloon fight. By furnishing amusement and social facilities for the men the Y. M. C. A. keeps them out of objectionable resorts.



**SECRETARIES LABOR WITH HAMMER AND SAW**

W. W. Gethmann, W. W. Kirkland and Fred Thomas at work on headquarters for the First Illinois cavalry. The Y. M. C. A. will have 40 of these buildings. The work is handled by the International Committee, Y. M. C. A., 124 East 28th Street, New York.



**34 Miles of Submarine Cable in One Piece**

In 1912, the U. S. Government purchased a large amount of submarine cable for the Philippines. The specifications were most exacting, as to quality, workmanship, and insulation—the necessary requirements for years of practical service.

After careful investigation of facilities, reliability and expert knowledge, the contract was awarded for

## HABIRSHAW

*"Proven by the test of time"*

### Insulated Wire

This shipment of 200,000 pounds was delivered from the test tank into a barge at the dock of the Habirshaw plant. The wire was coiled and cribbed in the hold of a Government transport, arrived safely in the Philippines and was laid without accident. It has been giving perfect service ever since.

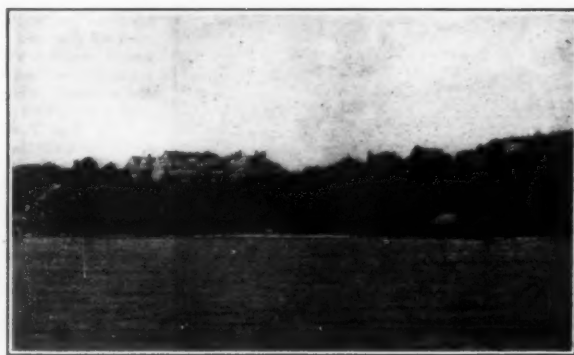
Every house, factory and building-owner can be certain of capable wire service when Habirshaw is used.

It is the business policy of this company to use the same painstaking methods and careful manufacturing skill in the production of all grades of Habirshaw Wire. Every condition of use is studied, and insulated wire to meet that condition in the most practical and successful manner is the result.

For more than 30 years, all over the world, under all conditions where insulation for electric current is used, Habirshaw has made good—proven by the test of time.

*Write for information on insulated wire for every purpose where electric current is used—in the home, in the factory, submarine and underground.*

THE HABIRSHAW ELECTRIC CABLE CO., Inc.  
10 E. 43d Street New York City

## Granliden Hotel

### Lake Sunapee, N. H.

at the Gateway of the White Mountains

*The Ideal Tour Hotel on Lake Sunapee*

Good Golf Course, free to guests; Tennis; Virginia Thoroughbred Saddle Horses; Canoeing; Bathing; Boating; Fishing for Salmon, Bass and Trout, as good as to be had in New England. Dancing, afternoon and evening. Accommodates 300. Cottages to rent.

Write for Circular

W. W. Brown, Granliden Hotel, Lake Sunapee, N. H.  
Winter season hotels; Indian River and Rockledge, Rockledge, Florida

**LESLIE'S TRAVEL BUREAU** which appears in the first and third issues each month will give specific information to LESLIE's readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address: Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

## EXPORT PROMOTION BUREAU

BY W. E. AUGHINBAUGH

AMERICAN hardware has been making steady gains in overseas markets since the war started because the belligerent nations are devoting their energies to the production of war munitions. Dealers in foreign fields have become acquainted with the American-made goods and our manufacturers should retain their hold on this trade, particularly so in view of the fact that this country possesses an unlimited supply of raw material, and the ingenuity of the makers and designers has produced articles superior to their European competitors.

With the idea of demonstrating the excellence of American hardware Dr. E. E. Pratt, Chief of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, has had for the past two years the United States Commercial Attaches collect from within their territories samples of the leading sellers. These have been shipped to the Department of Commerce at Washington, D. C., with cards attached giving cost prices, retail prices, and the quantity approximately sold each year in a specified area. These exhibits will be sent to the various bureaus of this department in the manufacturing centers so that they may be studied by those interested. This investigation has established that the American article is in most cases vastly superior to its competitor and can be sold in most instances in foreign markets at substantially the same price.

As an example the German rake shown in Figure 1 is used almost exclusively in the Argentine and Uruguay. It has 12 teeth, each riveted to the steel head, which is made of a thin strip of metal, the handle being attached by pins. The American-made rake shown in Figure 2 is made from one piece of tempered steel, the teeth, back and handle socket being integral. The construction of the German rake is faulty in the extreme, its arrangement being such that pressure on the handle is exerted only on the center portion of the rake and not at the ends, a condition which cannot exist in the American article. The European article sells in Hamburg for 16 cents, without the handle, while the American-made one sells in New York for 48 cents with handle.

Europe and China are large buyers of the coke scoop shown in Figure 3, manufactured in Great Britain. Coke is very light and the small size of the British scoop necessitates just four times as much labor to move a ton of coke as would be expended by a man employing the American-made fork shown in Figure 4. It will also be noted that the tines of the English fork are riveted in place at the rear and welded at the front, an expensive operation, taking time. The American tool is drawn from one piece of steel, tempered and built

for the heaviest usage, while at the same time it is much lighter in weight.

It is almost impossible to believe that the cumbersome shaped articles shown in Figures 5 and 6 are hay knives, yet such they are. These articles are made in England for European and Latin-American trade, and weigh eight and one half and ten pounds, respectively, retailing for \$1.81 and \$1.55. The American-made hay knife shown in Figure 7 weighs just four pounds, retails for \$1.00 and is made of better steel. Furthermore its cutting edge is so arranged that it makes a cleaner cut and requires far less exertion to operate it. Its light weight makes reduced freight charges, and customs duties, where they are collected on the weight of the article.

American-made hammers lead the world not only in quality and workmanship but in price, the adz eye feature being typical of hammers made in this country and adding much to their practicability. American hardware manufacturers can compete

with all their lines in most foreign markets, but can only hope to obtain control of them by sending into those fields capable and experienced representatives whose duty it should be to demonstrate to both the dealer and the workman the superiority of their tools. A shortage of hardware supplies exists all over the world. Wherever people sow and reap, mine, lumber, construct or build, there are markets for American hardware and this is especially true at present in Latin-America, China, Russia, Australia and South Africa.

Co-operation in selling to foreign markets is especially necessary in this line, owing to the expense of opening territory.

### QUERIES AND ANSWERS

J. W. V.: There are excellent opportunities for American hardware in Abyssinia and Liberia. Carry such a line by all means if you intend opening a trading post.

R. N. McD. & Co.: American road-rollers and cement mixers would sell well in Russia, especially in the larger cities where much new municipal work is being done. You might also do some business in Buenos Aires, Rio de Janeiro, Santiago (Chile), and Havana.

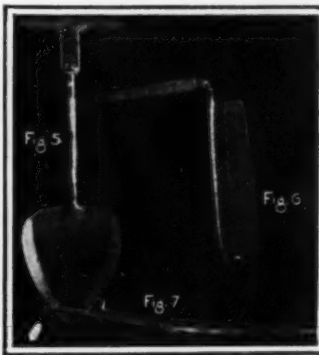
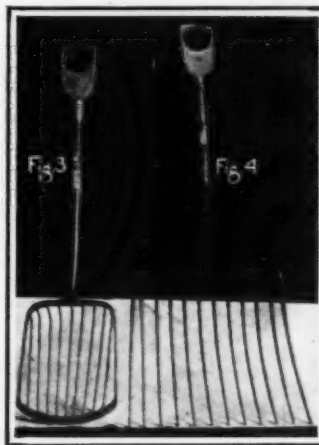
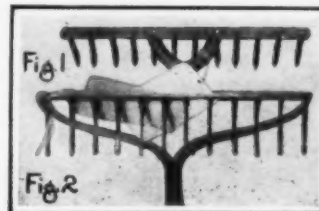
E. E. E.: Hardware stores throughout the world usually carry agricultural machinery, implements and seeds. Seeds come from nurserymen in Holland, Germany, France, Italy and England. I have never seen American seeds, bulbs or trees for sale in those countries.

J. F. L.: While the larger cities of Latin-America have stores that carry shoemaking machinery and materials exclusively, you will find in the smaller cities that this line is usually handled by hardware and general stores, which carry shoe findings, leather and the like.

R. A. F.: There are no hat factories in Latin-America. Panama hats are made by hand. The native would not take kindly to a machine for making straw hats.

F. A. W.: Coffins and undertakers' hardware sold throughout the world come chiefly from England, Germany and Belgium. An excellent market for this line could be developed, especially in Latin-America where the desire is for highly decorated mortuary articles.

P. D.: Bicycles are used more extensively in Latin-America than in the United States. The demand is for a cheap, strong machine adapted for the rough country roads and trails.



In answering advertisements please mention "Leslie's Weekly"



## WAR'S TIDE TURNS

BY MARTIN MARSHALL



A FRENCH KITCHEN NEAR THE FRONT

The French commissary arrangements are described as wonderfully complete and efficient. Here is an underground kitchen where soup and other hot food are prepared for the men in the trenches.

**J**ULY was a month of surprises in the Great War, and on the whole brought much comfort to the Allies. It marked the definite turn of the tide against the Central Empires; whether permanently or not time alone can tell. The British Earl of Derby, who was largely instrumental in recruiting England's volunteer army which is now successfully meeting the German veterans on the battlefields of Picardy, in an interview recently said it was a foolish man who would venture to predict the duration of the war.

Fearful as is the slaughter, appalling as is the mountain of debt being piled up by the belligerents, great as is the danger of national bankruptcy, not even the weakest of the warring nations shows any signs of being anxious to quit except upon its own terms. Belgium and Serbia stand fast grimly, hoping for a day of reckoning for their enemies. France, the next greatest sufferer, is as determined as ever to carry her arms into German territory. And Great Britain is just reaching her stride.

From July 1st to 29th, the British made important gains in that part of France known as Picardy. To the east the French advanced their lines even more rapidly until forced to stop for the British to catch up. It is evident that the Germans had anticipated a British offensive and had massed their troops before the British front. Consequently the islanders found harder going than the French, who, being supposed to have their hands full at Verdun, were not expected to take the offensive.

### WHAT HAS BRITAIN DONE?

The question of "what are the British doing?" was pretty well answered during July. In twenty-three months the British created an army out of unmilitary civilians that has demonstrated its ability to meet and overcome the highest-trained soldiers of Europe. It has built up an artillery arm that overpowers the mighty German guns. It has constructed flying machines and trained men to fly them until it has preponderance of strength in the air. And it has accumulated a store of ammunition that seems exhaustless. There is no need to economize on shells. The British can spend them lavishly to save the lives of the soldiers, and no more infantry advances are necessary without adequate artillery preparation. Last, but not least, Britain has trained volunteer officers to be worthy of the high traditions of her professional army—now, sadly enough, sleeping in the soil of France—and entirely competent to

lead her citizen-soldiers in the most intensive modern warfare.

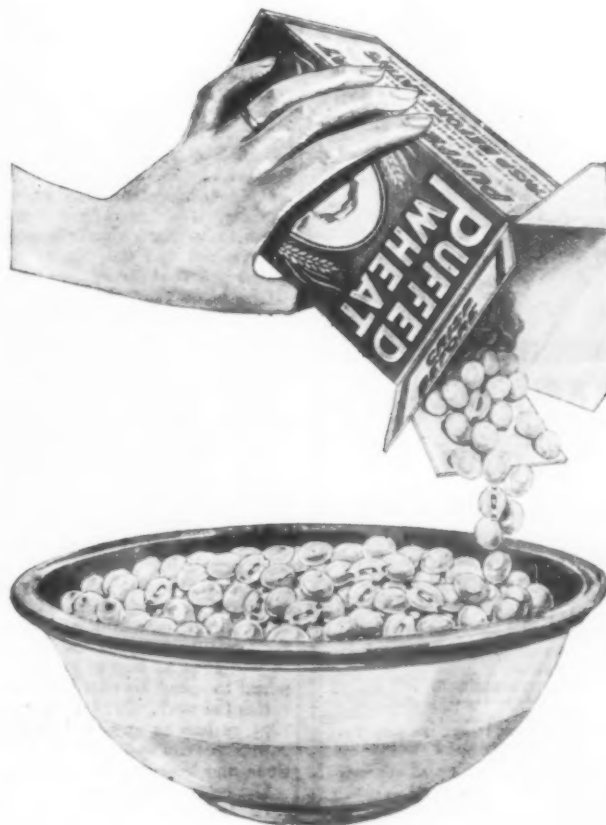
The gains of a few miles of territory along a twenty mile front, made in July, have been bought at a fearful expenditure of human lives. If the Germans must be driven back at an equal cost all the way to the Rhine, the Allies might well despair. And even driven behind the Rhine barrier the Germans would not yet be vanquished. If the worst comes to the worst in Austria, if Russia should conquer Hungary and Cosacks should ride through Vienna; if Turkey—now sending soldiers to fight the Russians in Austria—should be cut off from the Central Empires along with Bulgaria, still Germany could fight on. Even if the Russians should again overrun East Prussia it is doubtful if they could force the fortifications that run through Koenigsburg and Thorn, and which are said to be among the strongest in the world, equaled, perhaps, only by those along the Rhine. It is within the possibilities—though not probable—that Germany might be driven behind these barriers, there to make a last stand in the biggest siege the world has ever known.

### WALLED IN BY FIRE

Germany is now at the disadvantage of being so hard pressed on all fronts that she cannot shift troops back and forth to meet emergencies. When the lines begin to crack now they must be strengthened from the last reserves—the men held back for emergencies.

The quiet that prevails in the vicinity of Saloniki is hard to understand except on the hypothesis that the Allies do not want to undertake the punishment of Bulgaria and the overthrow of Turkey until it is certain that Germany and Austria are beyond the possibility of rendering help to their small allies. On this supposition an Allied advance from Greek territory might be looked for after the Russians have a good hold on Hungary and when the German line on the western front has been definitely broken—which is equivalent to saying that the date is highly uncertain.

More Russian troops are being sent to France and everything points to a determination on the part of General Joffre, the generalissimo of the Allies in the west, to try for a decision in France. The theory that neither side can make sweeping advances over ground so strongly fortified as this has not yet been disproven. It would seem that only a great superiority in artillery could make such an advance possible.



## 21 Delights

### Folks Owe to Prof. A. P. Anderson

Three Puffed Grains have been created by Prof. Anderson. And each is often served in seven ways. So there are 21 kinds of enjoyment now open to users of Puffed Grains.

These are the seven popular uses:

- 1—With sugar and cream.
- 2—Mixed with any fruit.
- 3—In bowls of milk or cream.
- 4—Doused with melted butter.
- 5—As garnish for ice cream.
- 6—As wafers in soups.
- 7—As nuts in fudge, etc.

### Summer Suppers Best

But thousands say that the best use is the summer dairy dish. These toasted bubbles, airy and flaky, are delightful in bowls of milk.

Puffed Wheat and Puffed Rice are whole grains, with all the whole-grain virtues.

They are thin, crisp, fragile morsels, four times as porous as bread. And they melt away into nut-flavored granules, with a fascinating taste.

Their ease of digestion makes them ideal foods for luncheon or for bedtime. And Puffed Grains are pure nourishment. Every atom feeds.

**Puffed Wheat** Except in Far West **12c**  
**Puffed Rice** **15c**  
 Corn Puffs—Bubbles of Corn Hearts—15c

Puffed Grains are exploded. Each food cell is blasted by creating steam pressure within it. Within each grain there occur in our process over 100 million explosions.

Other cooking methods break part of the food cells. But no other method breaks all of them. That's the scientific reason for Puffed Grains.

These grains, more and more, are being eaten in puffed form. The trend is growing as the facts become better known. Whole wheat especially, when steam-exploded, is almost a perfect food. Keep all three kinds on hand.

**The Quaker Oats Company**

Sole Makers

(1365)



## My Pet Corn Ended This Way

Written by a Blue-jay User

I had a corn which bothered me for years. It spoiled a hundred evenings. Nothing in my life had yielded such a sum of pain.

I did what all do—pared it, daubed it. But I caused more soreness than I saved in pain.

And the corn remained.

Then I read of Blue-jay. One night I applied it, and the pain forever stopped. In two days I removed it, and the corn was gone.

Never since, believe me, have I let a corn ache twice.

No friend of mine now ever has a corn. I told them all of Blue-jay. It has never failed—I know it cannot fail.

Now I write this to say to every woman that corns are out-of-date. The pain ends instantly with Blue-jay. And the corn soon disappears.

Once prove this and you will keep as free from corns as I do. And it is well worth while. Try this way tonight.

15c and 25c at Druggists  
BAUER & BLACK, Chicago and New York  
Makers of Surgical Dressings, etc.

## Blue-jay Ends Corns

## Who was Baron Starkheim?

When you find out at the end of Melville Davisson Post's story, "The Baron Starkheim", you will admit that you have read one of the year's most strikingly unusual pieces of fiction. Look for it in the August 12th issue of

5¢ a copy  
**Collier's**  
THE NATIONAL WEEKLY



Convert Your Bicycle into a Motor-Cycle  
Motor fits any wheel. BEST, MOST RELIABLE. Best hill climber. More STEFFY'S in use than all others. Stamp for circulars.  
STEFFY MFG. CO., Dept. 2, 5025 W. Brown St., Phila. Pa.

# MEN WHO ARE MAKING AMERICA

(Continued from page 149)

brothers. Fever also overtook him often, but he fought on—fought and planned.

On account of the difficulty in obtaining labor 2,000 laborers were brought from Italy. At the cost of \$200,000 for transportation, food and drink acceptable to the Italians, wages, etc., he brought them—and fondly imagined he had solved his labor problem. Alas! blackhand letters quickly began to bombard him; disease—of course—broke out and the digging of so many graves unnerved the whole squad.

One night the entire gang disappeared into the woods! And the first thing Keith knew, a ship sailed along and took away the last man of them to Italy! Their leaders had slyly chartered the vessel.

What, think you, was the cost in life of the first 25 miles of that Costa Rican line?

### THE TOLL OF LIVES

Four thousand lives, including three of Minor's own brothers. The average working force was only 1,500.

Another tragedy happened. The Government ran short of money. It could not pay the monthly estimates except by notes. The enterprise on which the country had set its heart would have to be abandoned.

Costa Rica did not know Minor C. Keith as well then as it does to-day. He determined to spend his own last cent in prosecuting the work. But the financial panic of 1873, as bad as any in American history, as veterans can well recall, upset all calculations, and his resources gave out.

Did he succumb? No!

He had in his employ about 1,500 Jamaican negroes. Summoning them, he explained the circumstances and offered to repatriate those who were sick or who wanted to go home. Such was their faith in "Mistah Keith" that a decision to stand by him was carried by acclamation. For nine months those 1,500 black men worked loyally for Minor C. Keith without a pay day.

"That incident gives me as much satisfaction as any in my whole life," Mr. Keith admitted. "I pensioned many of the Jamaicans who had worked with me, risking their life with me times without number."

When the financial skies cleared and Costa Rica was in funds, the full nine-months' wages were paid, and the Government paid all its obligations to Keith.

In Costa Rica when it rains it rains. Port Limon had a fall of over 20 feet—250 inches—in one year. The rivers became leaping torrents.

Washout after washout occurred. Temporary bridges were washed away time after time until permanent steel structures were erected. One, on the Matina River, was destroyed 31 times!

"The narrowest escape I ever had was on that bridge after the permanent bridge was erected," Mr. Keith remarked reminiscently. "I've had so many close shaves that I've forgotten about most of them. I've been shipwrecked three times, been upset in the surf and rivers many times, had tropical fevers of all varieties and encountered all kinds of difficulties. But that day sticks in my mind!"

Briefly, the center of the bridge collapsed while he and several others were on it. He made one desperate leap towards the shore span, caught the end of a tie with his left hand and gripped it frantically. For a few terrible seconds he swung precariously over the boiling torrent, but, being as strong as a prize-fighter, he didn't slip. Two others saved themselves somehow, but five were drowned.

In the midst of his arduous railroad building the pioneer conceived other projects—and with a will went at carrying them out.

This jungle road had no traffic, nor would it have any until it reached the 5,000-foot mountain-tops. But he leased the uninviting coast road from the Government. Shortly after landing he had brought a few banana plants from Colon, and the Juan G. Meiggs took 250 bunches to New Orleans

from Colon on her first voyage, these being the first bananas taken by steamship to the New Orleans market. Year-in, year-out he expanded his banana plantations, and the hauling of the fruit kept his road busy. Last year over 7,000,000 bunches of bananas—say, 1,000,000,000 bananas, or ten for every man, woman and child in the United States—were shipped from Port Limon! Mr. Keith also built up large interests in Panama, Colombia and Nicaragua.

Ever on the alert for opportunities, he early set up as a storekeeper. Commissaries in Costa Rica were followed, in 1873, with a store in Bluefields, Nicaragua, the first there, and various other points on the Central American coast as far north as Belize, Honduras, for the purchase of rubber, sarsaparilla and tortoise shell.

His experience in growing bananas, his knowledge of soil and jungle, his familiarity with transportation by water and land, his ability to attract and satisfy Jamaican labor, his reputation for trustworthiness, his adamant physique, his titanic energy, his unconquerable will—all these qualities contributed to his success.

He became the largest grower of bananas in Central America. His shipping facilities developed apace. His store and commissary operations alone ran into millions of dollars. He finished his Costa Rican railroad after 17 years' building and had acquired wealth.

### DAY OF DISASTER

Then disaster, the trier of mettle, the developer (or killer) of character, came.

His United States agents, to whom he consigned all his bananas, failed. Over \$1,500,000 paper bearing his name and drawn upon this firm was outstanding.

Keith had saved Costa Rica. Costa Rica, to its eternal credit, sprang to save Keith. Within a few days \$1,200,000 was offered to him by the government, the Costa Rica banks and individuals. In two weeks he reached New York and met every dollar of his debts.

Without delay he had to find new distributing agents for his bananas. His whole international machinery was out of gear.

Andrew W. Preston was the greatest factor in the banana industry in New England and the North, just as Mr. Keith was in the South. The Preston fruit came from Jamaica, Cuba and San Domingo and did not compete in the Southern markets.

The two giants joined forces. They formed the United Fruit Company, destined to become the greatest single force in developing Central America, in bringing the United States into commercial and social touch with her Latin neighbors, in conquering the tropics—and in keeping down the cost of living in this country.

Mr. Keith's fruit properties were valued at over \$4,000,000 on going into the United. His hardships had not been suffered in vain!

The Preston-Keith enterprise, embracing Cuba, Jamaica, Colombia, Panama, Guatemala, Costa Rica, Nicaragua, Salvador, Canary Islands, forms one of America's most romantic commercial chapters. The United Fruit Company has spent over \$200,000,000 in cultivating the tropics; it gives employment to 60,000 men at wages several times the rate they formerly received; it has built and operates over 1,000 miles of railway and tramways; it has spent millions of dollars in fighting fever and in building hospitals. Its "Great White Fleet" constitutes the best and largest array of ships America can boast—some 45 steamers are owned outright and nearly as many more are under long charter. The United has knit together every republic and every island in the tropics by its huge wireless stations. It has built many light-houses on the coast of Central America.

It is the biggest farmer, and almost the biggest grocer, on earth. It owns upwards of 1,100,000 acres, equal to half the State of Delaware. Over 250,000 acres are actually

under cultivation. Its livestock includes 20,000 cattle and 6,000 horses and mules!

Its tropical plantations and equipment are valued at \$53,000,000 and its steamships at \$17,000,000. Its total assets foot up to \$90,000,000.

But Keith is first, last and all the time a railroad builder. His heart is in that. Two steel rails run through all his dreams.

Like Cecil Rhodes, the far-seeing founder of the Cape-to-Cairo railroad, Minor C. Keith "thinks in continents." Also like Cecil Rhodes, he has conceived an international railroad that stirs the imagination, a railroad, as already told, that will join North America's transportation system with that of Central America and later with South America, a steel highway from one end of the New World to the other. The advance of civilization, the welding of peoples together, the abolition of racial misunderstanding—these are the inspiring aims and end sought.

To dream and not do, avails little. What, then, has Keith done to make his dream come true?

The International Railways of Central America—the "Pan-American Railway"—is not a mere paper railroad. Half of it is already built. Connection has been made, on the Pacific side, with the National Railways of Mexico, at the Guatemala boundary. The road runs down the Guatemala coast and then cuts clear across the continent, to Puerto Barrios, on the Atlantic side; this transcontinental line is now in profitable operation, the net earnings (or profits) in the first four months of this year having been \$667,545. From mid-continent the line is being built straight through the little republic of Salvador to La Union, on the Pacific. Next it will pass through Honduras and join the Nicaraguan road. The Costa Rican system will then be reached, and from Port Limon to the Panama Canal will be the final link on the northern side of the "great divide." The South American extension, Mr. Keith is confident, will follow.

### AN INTERNATIONAL RAILWAY

More than 570 miles of the International Railways are to-day actually operating—and making money. And the daring project is daily creeping towards completion.

"I have heard, Mr. Keith, that you hope to bring about the union of the five Central American republics—Guatemala, Salvador, Nicaragua, Costa Rica and Panama. Is that your ambition?" I asked. He gazed into space. Then:

"I believe that will come. It will be a great thing for them all. But only railroads can bring it about. The people of Costa Rica are to-day strangers to the people of Nicaragua although their countries adjoin. There must first be commercial and social intercourse. The railroad will make that possible."

When you travel in Central America you learn that Minor C. Keith can have anything he wants because the people regard him as their best friend, their "father," their leader, one of themselves. Mr. Keith married the daughter of one of Costa Rica's early presidents, Jose Maria Castro, lived there continuously for 27 years, spent millions in relieving disease in the tropics, and feels he is responsible for the welfare of these undeveloped little nations. Not once has he or his companies had the slightest rupture with any Latin government.

So when Keith decides the time is ripe for the creation of a Central American Commonwealth I, for one, am confident it will be established.

What that will mean for the peace, prosperity and progress of the New World, who can fathom?

An Aladdin-like story, isn't it?

NEXT WEEK THE STORY OF HOW CHARLES M. SCHWAB TORE UP A MILLION DOLLAR CONTRACT.

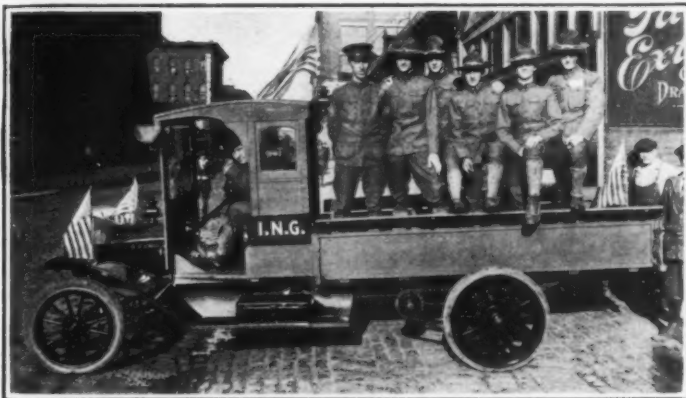


## MOTORISTS' COLUMN

MOTOR DEPARTMENT

CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motorboats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



STRENGTHENING THE PLEASURE CAR FOR TRUCK SERVICE

During the recent mobilization of the National Guard the pleasure car and motor truck were called upon for extra service. The vehicle shown above has been changed from a light pleasure car of a well-known make to a one- or two-ton truck through the addition of heavier wheels, solid tires and a change in the frame, rear axle and springs.

### WHY TRUCKS DO THE BEST TRUCK WORK

A MOTOR truck should be a truck and not a converted pleasure car. This applies to any commercial vehicle having occasion to carry a dead load greater than the weight of five or seven average persons.

Too often, the business man, noting the success which his competitors are obtaining by the use of motor trucks, and anxious to save every dollar of expense in his delivery system which is possible, is tempted to purchase a second-hand and well-nigh worn out pleasure car, and to transform this into a so-called "truck" by means of the addition of a stake or paneled body which he believes can be built by any carpenter. To be sure, such an outfit will be licensed as a commercial vehicle, but the fact that the state recognizes it as a truck because of the purpose to which it is put no more makes a truck of it than does the taxation of a given horsepower on a certain motor enable that motor to develop the rated power without fuel or ignition current. Too often such a makeshift in a commercial vehicle installation, instead of indicating to the merchant the possibilities attendant upon the installation of a real motor truck, serves to disgust him with self-propelled delivery systems in general; and it is greatly to be regretted that the average business man, keen in other respects, cannot differentiate between a bonafide commercial vehicle and one of a totally different type, originally intended to haul passengers at a high rate of speed and which, having served its purpose in that capacity, has now been put upon the market for whatever it will bring. A broken-down race horse would not be expected to render good service to a brewery truck, nor should a worn-out pleasure car be expected to "deliver the goods" when used for hauling heavy merchandise which requires the application of high power at low speeds.

It is design which has brought the pleasure car to its present point of development—design, not only of each individual unit, but the design of each with reference to the part which it has to perform in the completed whole. In other words, there must be balance between motor, transmission, differential, rear axle and springs. The pleasure car is designed to carry comparatively light loads at comparatively high speeds. The purposes of even small size trucks are totally different. These are intended to carry heavier loads at lower speed and to do this work continuously, day in and day out without the careful grooming which the average high-grade pleasure car receives.

But by this it is not meant that a truck motor should be different from the pleasure car motor, or that there should be any fundamental changes in the design of the transmission, and the like. A certain motor may adapt itself to a variety of conditions, but its application to a pleasure car should be different from its application to a truck. This means a change in the rear axle gears and in the size of wheels if we would expect its most efficient service when applied to commercial work.

Again, a pleasure car is designed to carry its load with comfort to the human freight—comfort at high speeds. In the motor truck comfort is not so essential as are reliability and sturdiness. Furthermore, inasmuch as the average speed of travel of a truck is much lower than that of a pleasure car, comfort may well be sacrificed for strength. This means a totally different spring design, and with these changes in spring suspension goes a new tire equipment.

Such changes cannot well be made in the average repair shop. The reconstruction of an old pleasure car for commercial purposes would entail an expense almost as great as the cost of a new truck of the desired capacity. In some instances even the design of the motor should be changed, for a pleasure car engine which will do its work without overheating when hauling passengers at a fairly high rate of speed might develop difficulties with its cooling system if applied to a truck having a lower gear ratio. As an evidence of the radical changes necessary to make a pleasure car serve as an efficient truck, it is only necessary to note the specifications of some of the companies making devices or attachments which transform one of the best-known and lowest-priced pleasure cars into a one- and two-ton truck. Such attachments provide for a totally new rear axle, springs, frame and a supplementary transmission, as well as a change in the cooling and oiling systems, which enables the motor to perform its added work without difficulty. Even such attachments represent a cost approximately seventy-five per cent. of that of the car itself when new, and are only successful because of the exceedingly low initial price of the car and satisfactory performance of the truck when transformed under these conditions.

Many of the changes which we have noted are not apparent to the casual observer. He may believe that a certain pleasure car manufacturer, who, in response to popular

(Continued on page 162)



**10 Days' Trial FREE**—Learn the value of Johnson Shock Absorbers on your own car by actual test. Write us today, giving name, make, model and year of your car.

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### Wins In Test

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More taxicabs are equipped with Johnsons than all other makes combined. Why? Because large taxicab companies keep accurate record of upkeep cost and repair—they know that Johnsons increase tire mileage one-third—prolong the life of the car—prevent spring breakage—reduce repair bills—make car 100% easier riding.

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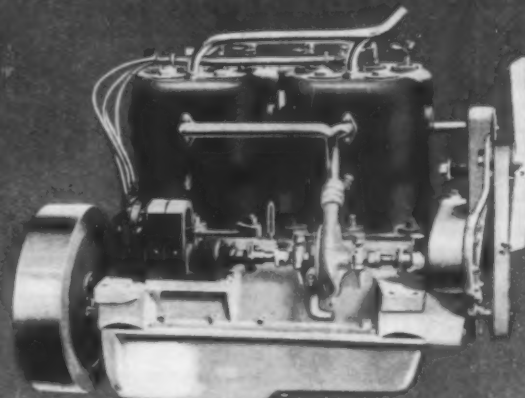
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Also Pettijohn's Flour—75 per cent patent flour with 25 per cent bran flakes. Use like Graham flour in any recipe. 25c per package.

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Chicago (1360)

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**EXPERIENCE** the satisfaction that comes from wearing the **Boston Garter**. It is scientifically made—handsomely finished—fits perfectly—is easily adjusted—stays fastened until released and holds the sock smooth without binding.

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ASSETS OVER FIFTY-FIVE MILLION DOLLARS

## MOTORISTS' COLUMN

(Continued from page 161)

demand, has added a light truck to his "line," has merely installed on his pleasure car chassis a body capable of carrying merchandise instead of passengers. Such is not the case, however, and if he will examine the specifications carefully he will note the difference in the size of tires, in the design of the springs, or in the rear axle gear ratio.

As soon as the average merchant realizes the false economy entailed in endeavoring to force a makeshift truck to do the work of one designed especially for the purpose, the sooner will delivery costs be reduced and the hauling problem be solved. Truck manufacturers are doing their best to accomplish this, but they cannot work to good advantage without the cooperation of business men who will view their delivery systems as hauling problems which require as great efficiency in their solution as any department of the business.

### QUESTIONS OF GENERAL INTEREST

#### WIDE TRUCK TIRE

R. S. I.: "A prominent truck dealer has told me that there is a tendency to discontinue the use of dual tires on trucks and to replace these with single solid tires of nearly double the width of one dual."

Such a movement seems to be under way. The large single tire has advantages over the dual principally because of the more equalized wear in the former case. The difficulty encountered with large single tires heretofore has been one of manufacture. Now that the tire companies have overcome this difficulty and are able to furnish single tires in large sizes it is probable that medium-sized motor trucks of the future will be equipped with this type rather than the dual type.

#### HEADLIGHT DIMMING METHODS

B. K. P.: "Will you enumerate the various methods in use for dimming headlights?"

In some systems a separate bulb is used which is placed above and forward of the larger bulb and which therefore is not in focus with the reflector. This gives a dim diffused light, which is acceptable in practically all States and cities. Another system is to change the wiring of the bright lights to the series system so that the same current passes through each bulb in succession. This reduces the current so that the light, although in the same focus, has to burn dim. In other systems, totally different lights are used in smaller reflectors.

#### DRAINING OIL

L. M. N.: "Why is it that motor car manufacturers now recommend draining of the crankcase of the motor so much more frequently than was formerly the case? I understand it is now recommended to be done every five hundred or a thousand miles, whereas we were formerly taught that every two or three thousand miles was sufficient."

Such recommendations are made both by oil manufacturers and car makers. The reason lies in the scarcity of gasoline and the low grade which is now obtained. When starting and stopping the motor this low grade gasoline collects in the inlet manifold and on the sides of the cylinder walls through condensation and eventually drains down

into the crankcase. This serves to dilute the oil in the crankcase and to "cut" its lubricating qualities. Oil thus diluted cannot be expected to withstand the heat and pressures of high-speed running or even of normal touring and much longer life may be expected from the motor if a few cents' worth of oil is thrown away each month.

#### RUNNING WITHOUT STORAGE BATTERY

O. H. N.: "I have occasion to have my storage battery repaired and would like to know how the wires should be connected in order to enable me to operate the car without the storage battery. Of course, I expect to use the hand crank and oil side lamps for starting and night riding."

Without knowing the name of the car it is impossible to advise you as to the best methods to pursue. In general, however, the use of a car without the storage battery is exceedingly harmful to the generator and may result in extensive damage. It is better to use even a dead storage battery while your own is being repaired than to run without any. In some instances dry batteries might be used. A storage battery or set of dry batteries furnishes a resistance through which the current produced by the generator must pass and this resistance helps to protect the windings of the generator and prevents too large a current from passing through them.

#### THE CAUSE OF MYSTERIOUS FIRES

J. B. C.: "I have read of several instances in which a spark has seemed to jump from the gasoline can to the tank while the car was being filled, with the result that a disastrous fire of mysterious origin has occurred. How has this been accounted for and what precaution should be taken to prevent its recurrence?"

Various reasons have been given for the cause of these fires, but it is generally accepted that their origin lies in the static electricity formed by the friction of the gasoline as it is poured out of the metal container. At one time it was thought that the use of a chamois in the strainer increased this effect and that the fire would not be caused if no chamois were used. Several fires which have occurred recently, however, when only the metal strainer in the funnel was used, proved that the chamois had little to do with the formation of the spark. The conclusion has been reached that the friction of the gasoline as it is poured out of the container or as it is forced through the pipe, charges the latter with high voltage electricity, which will pass off harmlessly if a contact between the pouring can and the tank of the car is formed. It is the insulation caused by the air when the filling can or nozzle of the tube is not placed in direct contact with the tank which eventually causes the accumulation of electricity of sufficient intensity to jump the gap. A fire was caused in this manner by the use of a wooden collar into which the funnel set and which thus insulated it and its filling can entirely from the neck of the tank in which it set. The safest way to fill a tank is to hold the funnel and the pouring can so that there will be metallic contact with the can itself. If these cannot rest against each other and against the neck of the tank, a wire should be run from the nozzle or from the can to the car.

## THE DANISH ISLANDS FOLLY

(Continued from page 156)

in Charlotte Amalie was not inspired by interests opposed to our purchase of the islands. Certainly to come under the American flag would be the best thing for the natives that could happen, and our benefactions would have to start at once in an issue of food to those on the verge of starvation. The islands have been an expense to Denmark for years but have never been in such bad financial condition as now.

Most of the trade of the islands is done with the United States. Last year St. Thomas imported coal to the value of \$1,000,000, of which \$600,000 worth came from this country. One of the principal exports of the islands is bay rum. There is but one line of steamships from the United States to the islands. Sailing vessels ply back and forth from Porto Rico. If the islands pass

into the possession of the United States they must have better shipping facilities or they will never be worth anything commercially. While very fertile they raise only a part of the food needed, large quantities of flour, fish, candles, oil, rice, onions, beans, and manufactured articles being imported. The natives are nearly all illiterate.

If the United States acquires these islands it will have a big task in educating the blacks and developing the resources of the group so that the natives can make a living. Nearly all the blacks speak English and most of the business of the islands is transacted in that tongue. It is not likely that the islands will offer any inducements to settlers from the United States as they are already thickly populated and wages are low. The climate is tropical but healthful and agreeable.

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**SALESMEN WANTED, BEST PUNCH BOARD** Deals on earth. Brand New Consignment. \$5.00 commission on order and repeats. Old reliable. Grove Mfg. Co., 2562 Cottage Grove, Chicago.

**EXPERIENCED SALESMEN FOR OLD ESTABLISHED** Company, to sell high grade household Specialty to Hardware, Furniture and General Store trade. Must finance self and give bond. Exclusive territory. Position worth three to five thousand dollars a year in commissions to man able to get right selling force together. Give references. Address Room 1716 Consumers Bldg., Chicago.

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**SALESMEN WANTED EVERYWHERE BY A** responsible house. We give \$40 commission on each machine sold. You should average two a week. Sell Chemical Fire Engines to factories, stores, Fire Depts., etc. No capital required; exclusive territory; goods well advertised. Ajax Fire Engine Works, 95 N. Liberty St., New York.

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**STORIES, POEMS, PLAYS, ETC., ARE** wanted for publication. Good ideas bring big money. Submit Mss. or write Literary, 114, Hannibal, Mo.

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## A TREE'S STRANGE FREAK



This natural curiosity is located on the Charles Wiggan farm, on Rural Free Delivery route 19 out of Indianapolis, Ind. It consists of two beech trees that are self-grafted together. The connecting limb is cleanly and smoothly joined at both ends. It grew out of the tree to the right and in some manner, as yet unexplained, was forced against the tree to the left to which it joined itself by a solid growth. The trees are about 20 feet apart and the limb is about the same distance above the ground. It is 12 inches in diameter at the large end and four or five inches at the smaller. This unusual freak of nature is located in a thick woods at some distance from the highway and has been seen by comparatively few people.

## THE OLD RED SCHOOL

I came upon it yesterday at noon,  
The old red school, how very small it seemed!  
A score of years ago, I had not dreamed  
I'd ever want to go to school in June.

Slow wading the green tangle of the yard  
(That yard that used to show no blade of grass),  
I saw a shadowy crowd before me pass,  
A merry lot with bare legs brown and hard.

They pushed and jostled through the black, old door,  
The rusty hinges creaked—I heard the bell  
And then the master's voice I knew so well—  
How loud my steps across the dusty floor!

"Dreaming again!" The master's hand came down  
Upon my collar. What a hand he had!  
I never thought that clutch could make me glad,  
I who had scowled beneath his kindly frown!

And there was Joe, a-carving out his name  
Upon his desk behind his spelling book!  
Joe who is dead, yet here I saw him crook  
His arm and cut his boyish way to fame!

Outside the broken panes the bees hummed low.  
A long recess! (How swift its passage then!)  
I brushed the cobwebs from a shrunken pen,  
And crossed the clover fields alone and slow.

FLORENCE RIPLEY MASTIN.

## DON'T BURN UP MONEY

THOUSANDS of dollars' worth of old papers and rags are burned up by careless people every day.

In every community there is at least one place where these materials are purchased at good prices, for they are in great demand for paper-making.

It is a simple matter to arrange for the periodical collection of old magazines, newspapers, rags, etc., as everybody in the neighborhood will be glad to contribute.

At the same time you will be helping American industry to meet the present demands for paper materials, thereby helping to reduce the high prices you and others are having to pay, directly or indirectly.

The Service Department of LESLIE'S will be glad to co-operate, without any charge, on request of any reader of LESLIE'S.

## HINTS TO THE COUNTRY HOTEL KEEPER

THE automobile has revolutionized the country hotel. To meet the demand of the constantly increasing number of automobile tourists all over the country, every little road house, inn and country

hotel is confronted with the problem of how to supply the hasty bite for the hurried automobilist without great additional expense and yet have constantly on hand a supply of food that will keep or can be used by the household if left unused. In a spirit of helpfulness to those who appreciate a word of advice, and in fulfillment of his promise to the members of the New York State Hotel Association, Mr. George C. Boldt, the veteran proprietor of the Waldorf-Astoria Hotel, has recently compiled a little leaflet that will prove a valuable aid to country hotel keepers, thus confirming the idea that men efficient in doing big things are capable of doing little things well. The leaflet contains, besides advice as to service, appointments, menus and food to be kept on hand, recipes for delectable dishes that have proved their popularity, but which are not difficult of preparation or too expensive for the small hotel keeper to include in a simple menu for the passing traveler.

## BOOKS WORTH WHILE

THE SLEEPY-TIME STORY BOOK. By Ruth O. Dyer. (Lothrop, Lee & Shepard Co., Boston; \$1 net.) Children like to hear stories just before they go to sleep, but mothers are learning that exciting bed-time stories are harmful. This book is a collection of simple nature stories from the pen of an expert. Told in a quiet way at the evening hour they will soothe any child to slumber.

WORLD PEACE. By John Bigelow. (Mitchell Kennerly, New York; \$1.50 net.) The author, a Major (retired) U. S. A., finds the only guarantee of world peace to be the abandonment of national sovereignty in favor of world sovereignty. The peace then obtained will not be peace by arbitration or justice or agreement or compulsion, but peace by government, "which means for the world, one people, one sovereignty, one country."

THE CREATION OF WEALTH. By J. H. Lockwood. (Standard Publishing Co., Cincinnati; \$1 net.) This book aims to amend ordinary political economy by showing that labor, land and capital are not the only producers of wealth. The author lays particular stress on the "idealistic" side of wealth production and credits mental effort—invention, planning, management—with a large share of this production. This idea is put more fully and forcibly than in most treatises on the subject.

THE CONQUEST OF AMERICA. By Cleveland Moffett. (Geo. H. Doran Co., New York; \$1.50 net.) A graphic recital of what in all probability would happen if a nation of first military strength attacked the United States. It isn't pleasant reading for the patriotic in our present state of unpreparedness, but the force of truth lies back of every statement. The author has an exact knowledge of our military position and a very estimable foundation of military tactics and strategy on which to base his thrilling and gripping tale. One of the best works of fiction influenced by the war abroad.

MISS AMERICAN DOLLARS. By Paul Myron. (Mid-Nation Publishers, Milwaukee; \$1.25 net.) A story whose timeliness is but one of its chief charms. Preparedness is the theme and the fact that charity begins at home is strongly brought out in the tale that carries a multi-millionaire American from America to Turkey and back to America to spend his millions in "Seeing America First" from the viewpoint of the foreigner, which shows America in a rather novel and not freely accepted guise. It is regrettable that the author did not find a more descriptive title for his epic romance.

GREAT BEAR SPRING WATER  
(50c the case of 6 glass stoppered bottles—Advt.)

## Pere Marquette Gave half his hone to an Indian Chief



FATHER Marquette once won the lasting friendship of a powerful Indian Chief by an odd service.

The habit of the Indians was to remove the few hairs of their beards by stoically pulling them out. This Chief had been given a razor by a white trader. He prized it highly but it had grown dull by use.

Marquette gave him half of

his own hone and taught him how to use it.

To appreciate a good shaving edge, just travel for a time without one. Twenty miles from a razor is an awkward place for a man with a two days' growth of beard.

Nowadays, a man packs his Gillette in his traveling bag or carries it in his pocket. The sign, "This shop closed on Sundays," has no terrors for him.

The Gillette is almost as universal as the comb and brush. When you spend a week-end at a modern house you find a Gillette on your dressing table as part of your bathroom fittings.

The Gillette shave is velvet-smooth, no matter how wiry the beard or tender the skin. A keen, fresh blade is always ready. Prices \$5 to \$50. Blades 50c. and \$1 the packet. Dealers everywhere.

GILLETTE SAFETY RAZOR CO.  
BOSTON

It was the athlete who started the custom of shaving under the arm—a measure of cleanliness and comfort that is becoming as general as the shower among men everywhere who follow the outdoor sports or any form of vigorous exercise.

KNOWN THE WORLD OVER

**No Stopping—No Honing**

**Rider AGENTS Wanted**

in each town to ride and show a new 1916 model "RANGER" bicycle. Write for our special offer on a sample to introduce. DELIVERED FREE on approval and 30 days' trial. Send for big free catalog and particulars of most marvelous offer ever made on a bicycle. You will be astonished at our low prices and remarkable terms. 94 STYLES, sizes and colors in Ranger bicycles. Most complete line in America. Other guaranteed models \$11.50, \$14.75 and \$17.50. A few good second-hand bicycles taken in trade, \$3 to \$5 to clear. Tires, lamps, wheels, sundries, parts, and all bicycle supplies at half usual prices. Do not buy until you get our catalog and offers. Write Now. HEAD CYCLE CO., DEPT. F-174 CHICAGO

FOR the best photograph appearing on its pages each month, Leslie's will offer a prize of \$25.00; for the second best \$15.00; and for the third \$10.00. The prize pictures and all others accepted by the editors will be paid for at the regular rates. Photographs will be judged by Leslie's editors on

News Interest. Reproduction Qualities. Promptness in Sending. Size of Print. Anyone may send pictures and there are no conditions except that the print must not be submitted elsewhere at the same time. Remember, if the picture is accepted, whether it wins a prize or not, it will be used and paid for at the usual rates. If copyrighted, written copyright release must accompany photo.

Leslie's wants news pictures and wants them quickly. Address, Editor Leslie's, 225 Fifth Ave., New York City



## "The Shock Absorber"

THIS picture, in full colors, 9x12, just as it appears on the cover of the May 20th Judge, has been prepared, free from all printing, mounted on a heavy double mat ready for the frame.

It will be sent postpaid on receipt of twenty-five cents.

Judge Art Print Department  
225 Fifth Ave. New York City

## Put Idle Money to Work

by investing in First Mortgage Real Estate Bonds, and it will be safe and yield 5½% interest. Denominations, \$100, \$500 and \$1,000.

No investor has ever lost a dollar of principal or interest on any security purchased of us since this House was founded, 34 years ago.

Write today for Circular No. H-602

**S. W. STRAUS & CO.**

Established 1888 Incorporated 1900  
STRAUS BUILDING 150 BROADWAY  
CHICAGO NEW YORK  
DETROIT MINNEAPOLIS

## Send for This Book

Describing

### Standard Gas and Electric Company

**THE 6% Gold Notes of Standard Gas and Electric Company** are an unusually attractive investment. We will mail you without charge our new 64-page book containing 150 photographs of the prosperous utility properties comprising the organization, serving a diversely located population in excess of 1,800,000. Graphic charts show stability and growth of earnings 1911-15, inclusive. All operating units are under our own experienced management.

Denominations \$50, \$100, \$500, \$1,000

Ask for Circular L-84

**H. M. Byllesby & Company**  
Incorporated

Gas Building 204 So. La Salle St. 1204 Trinity Bldg.  
Tacoma, Wash. CHICAGO New York City

You can start now, in even a very small way, to become the owner of sound, dividend-paying stocks and bonds.

The **PARTIAL PAYMENT METHOD** permits the purchase of securities in amounts from one share up and provides a convenient basis of payment.

This plan enables you to invest while you save and your money is earning from the start.

Our Booklet No. 30 which fully explains the plan will be sent free on request.

**HARRIS, WINTHROP & CO.**

Members New York Stock Exchange  
The Rookery 15 Wall Street  
Chicago New York

## "The Bache Review"

A weekly summary of the General Financial and Business situation.

Of importance to business men and investors.

Sent on application.

**J. S. BACHE & CO.,**

Members N. Y. Stock Exchange  
42 Broadway, New York

"Odd Lot Orders" is the title of a booklet which tells in plain English how all Odd Lot orders are handled and executed. Send for Booklet K-4, "Odd Lot Orders."

**John Muir & Co.**  
SPECIALISTS IN  
**Odd Lots**

Main Office, 61 Broadway, New York  
Members New York Stock Exchange

## JASPER'S HINTS TO MONEY-MAKERS



**COL. EDWARD R. H. GREEN**

Son of the late Mrs. Hetty Green, the famous capitalist, and inheritor of a large share of her estate of about \$100,000,000. He is a popular man of great business ability.



**MERLE THORPE**

Head of the Department of Journalism, University of Kansas, selected as editor of the *Nation's Business*, official magazine of the Chamber of Commerce of the United States. He was the first to organize a journalism department in any university.



**EDWARD F. CARRY**

Of Chicago, President of the lately incorporated Haskell & Barker Car Company, of Michigan City, Indiana, who was some time ago elected a director of the Chicago, Rock Island & Pacific Railway.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

**T**HE markets of the world are in a halting mood. No one knows how long the war will last and no one knows what the aftermath of the world's greatest war will be. So high an authority as Francis W. Hirst, the former editor of the *London Economist*, says that financial ruin menaces all of western Europe, and the effort of the Allies to unite in an agreement covering their trade relations with the rest of the world, after the war, bears its portent of evil to all competing commercial nations, including the United States.

The one bright spot, commercially speaking, in all the world, is the United States. If the war is prolonged—as it probably will be, if it maintains the present aspect of "war to the knife"—the contending nations will still be compelled to draw upon us not only for food supplies, but also for munitions.

The remarkable earnings of our steel and iron companies, the leather, paper and motor industries and others reflect not only profitable war orders, but also our own prosperity, stimulated to some extent by these orders and still more by the enormous output of agricultural products and those of our mines and their disposal at unusually remunerative prices.

The extra dividend declared by the U. S. Steel Corporation is a forerunner of larger dividends by other steel and iron companies and thoughtful investors are watching with great interest the annual report of the Colorado Fuel & Iron Company in whose shares renewed activity and strength have been evidenced of late. There are those who have been accumulating the stock of this corporation very freely on the knowledge of the enormously profitable business, in common with all the other iron concerns, it is now doing, though little is said about it.

We are approaching the time when we shall know pretty nearly the crop outlook; it will not be long before we shall know whether the much-dreaded railway strike will materialize. Meanwhile the stock market marks time, while mercantile reports indicate a healthful condition of business throughout the country.

There is no question that Great Britain and France are now able to produce a large part of the war munitions which they are

consuming in incredible quantities. Official figures show that since the beginning of the war, two years ago, France has increased its manufacture of machine guns by nearly a hundred fold; that it is producing nearly five times as much powder, twenty-five times as much explosives and twenty-five times as many guns as in August, 1914. All Great Britain is said to be an arsenal.

It is, therefore, not surprising that there is a decrease in the war orders sent to this country. It is all the more important under these circumstances that the railroads should be given a freer hand, so as to enable them to re-establish their credit and expend \$5,000,000,000 for needed enlargements, renewals, replacements and repairs. I have spoken of this before, but I wish my readers would realize fully that these railroad orders would aggregate five times the entire amount of the war orders thus far received.

If the latter have stimulated our industries what would happen to these if the railroads were given a free hand to spend the money which should be spent, but which it has been impossible for them to raise under the handicap the railroads bear, and which have placed one-sixth of them in the hands of the receiver.

The best authorities differ as to what will happen to us at the close of the war. Some of our ablest financiers believe that the demand for our raw materials will be so enormous that there will be no let-up in our prosperity. This view is held by Mr. Charles H. Sabin, President of the Guarantee Trust Company of New York. On his return from a Western trip Mr. Sabin recently said: "I can see no reason for expecting any material falling off in business in the United States if the European war should end tomorrow or six months hence. There will be unusual demand for all the United States can produce for a long time after the war. Reconstruction of Europe will follow peace, and will keep our industries busy."

Nor should it be forgotten that political leaders have at last seen a new light and have come to believe that big business is not a menace to prosperity, but, on the other hand, deserves the same encouragement that it receives in every other country. While the unexpected, and to many minds illogical, decision of the Corn Products Refining Case by Judge Hand seems to evidence a reactionary tendency, other decisions by our Federal Courts in the trust cases have tended to restore confidence in the business outlook.

I hope it is true that the government has discontinued its investigation of the charge that the United Gas Improvement Company of Philadelphia is a monopoly in violation of the Sherman Law. There never seemed to be the slightest ground for this accusation.

(Continued on page 165)

## In Investing Money

the character and reputation of the financial institution through whom you buy securities are of the greatest importance.

Our record consists of thirty years successful experience in furnishing safe and profitable securities to investors in all parts of the country. No customer of ours has ever lost a dollar or waited a day for payment of any interest or principal.

Our Secured Certificates yield a 6% net income and are protected by the best security that exists—high grade real estate.

**SALT LAKE SECURITY & TRUST CO.**

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## The World's Fastest Growing Industry—

Automobile manufacturing—right now, companies in this line are doing a record breaking business and increasing facilities for future development. Judicious purchases of the securities of these companies should prove profitable and our FREE

## Motor Book

will aid you in this respect. Ask for Book "L-8."

"Partial Payment Plan"

**L. R. LATROBE & Co.**

111 Broadway New York

## 1/2 SOUND FIRST MORTGAGES

We Pay 6½% to 7% Secured by Oklahoma Real Estate worth three times the value of the loan. The demand for these first mortgages in unsettled times indicates their unusual stability. First Mortgages don't shrink in value—they are safe and sure. Interest always paid date it is due. Over \$1,000,000 loaned and not a single cent lost to any investor or a single foreclosure sale made. Isn't a first mortgage the right investment for you? Write for booklet describing methods, and lists of loans from \$200 to \$10,000.

**AURELIUS-SWANSON CO., Inc.**  
28 State National Bank Bldg.  
Oklahoma City, Oklahoma

## BONDS

Accepted by the U. S. Government as security for

### Postal Savings Bank Deposits

Instead of the 2% the Postal Banks pay, these Bonds will yield from **4% to 5½%**

Write for Booklet E—"Bonds of Our Country"—FREE

**NEW FIRST NAT'L BANK, Dept. 5, Columbus, O.**

**W**HETHER its \$100 or many thousands that you want to invest, you will find it profitable to consider the reliable and convenient investment service afforded by the financial houses which have established special facilities for handling out-of-town accounts. Their invitations to serve you, as they are serving thousands of others, appear in this and other issues of LESLIE'S.

They can render far more than merely a buying service; they can give accurate and helpful advice, and keep you from unprofitable offerings and direct you to the more profitable ones.

**Leslie's**

Illustrated Weekly Newspaper



## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 164)

This company's achievement in maintaining public utilities on the highest scale of usefulness, and to the advantage of the consumer in various parts of the country, has won well-deserved commendation from those familiar with its ramifications.

The New York Stock Exchange is also considering the policy of preparedness. It is to its interest that the public generally should have confidence in the securities sold on the Exchange. The wider the distribution of these, the greater the tendency to a more conservative public sentiment regarding our great corporations. I read with interest the address of Mr. Wm. C. Van Antwerp, one of the Governors of the Exchange, before the Advertising Clubs in opposition to the use of "catch phrases" in financial advertisements, but I agree with President Houston of the Advertising Clubs that this conservatism can go altogether too far and that "financial advertising should be dignified if dignity isn't carried to the point of being a sort of fossilized formalism."

With average crops, an avoidance of a railroad strike and renewed confidence that constructive policies are more and more to be expected at Washington the best class of railroad and industrial securities are still a purchase on every decline.

D., Mathews P. O., La.: As Texas & Pacific pays no dividends and as proceedings have been instituted for a receiver, the stock is not an investment.

W., Baltimore, Md.: It is a mystery why all the favorable things said about Submarine Boat and the payment of dividends at the rate of \$6 per share have failed to cause an advance.

C., Detroit, Mich.: Erie first pfd. and C. C. C. & St. L. common are all good for a long pull. C. C. C. & St. L. pfd. having resumed 5 per cent dividends is a purchase at about 80.

C., Phila., Pa.: Emerson Motor Co. is a lately organized concern not yet fairly in operation, and its stock is speculative. Be careful about buying into new concerns that promise too much.

C., St. Louis, Mo.: Cities Service preferred is a fair business man's investment. The company suspended dividends in 1914 owing to conditions created by the great war, but has lately resumed payments.

A., Wilfalmatic, Conn.: Tennessee Copper is under a cloud. U. S. Steel common is a good industrial investment. Colorado Fuel & Iron common is a promising speculation. Earnings show a great increase.

T., Amsterdam, N. Y.: Midvale Steel Company stock is an excellent speculation. Earnings are large and a dividend in prospect. Cambria Steel is controlled by Midvale. It will declare dividends and Midvale will receive the benefit.

D., Washington, D. C.: Anglo-American Oil paid last year 20 per cent. on par (\$5) or \$1. Its present quotation is high enough for that dividend. Pierce Oil is a long-pull speculation. The 6 per cent. bonds are a fair industrial investment.

L., New Haven, Conn.: I. Cole Motor Car Co. is flourishing and a generous dividend payer. It is predicted that quarterly dividends of 3 per cent. will be established. Saxon Motor Car Co. is also prosperous and has declared an initial dividend of \$1.50.

C., Steelton, Pa.; H., Milford, Del.: Kennecott Copper is one of the most desirable of the stocks of its class. At present market price it yields over 12 per cent. The coppers generally have had so great an advance that their speculative possibilities seem discounted.

H., St. Charles, Mo.: United Motors Co. is a combination of five prosperous concerns manufacturing auto accessories, has a strong management, and is a promising industrial. It has sold as high as \$92. At its present price (about \$67) it is an attractive speculation. Dividends this fall are probable.

H., Ponca City, Okla.: Corn Products, International Paper and Allis-Chalmers common stocks are long pulls. The pfd. of all these companies pay dividends—Allis-Chalmers 6 per cent., Corn Products 5 per cent. and International Paper 2 per cent.—and are fair speculations. So are Union Bag & Paper pfd. and Colorado Fuel & Iron.

L. P., New York: Because \$100 invested in original Goodyear stock is worth to-day \$12,000 and \$70 of original Firestone stock now has a sales value of \$4,048 and \$100 put into Kelly-Springfield stock a few years ago is now worth \$5,114, there is no reason to believe that every new tire company that starts in the business can expect to pay its shareholders equally large returns. If you put your money into a concern that must meet the competition of the highly successful, your chances of speculative profit are diminished.

W., Pittsburgh, Pa.: Grant Motor Car Company's estimated earnings in 1916 are \$720,000. Its capital stock is \$1,000,000 pfd., \$3,000,000 common. The common is selling at present for less than par. Vacuum Oil Company's stock, selling at about \$270, is high enough for its annual

dividend of 10 per cent., but this may be increased. Tide-Water Oil Company pays 2 per cent. quarterly and it paid 1 per cent. extra on July 1. It is one of the best earners and worth buying at its present price of about 185.

T., Bristol, Va.: It is a good idea for one with small means to buy stocks on the partial payment plan. He should purchase standard dividend paying shares when they react. It is well for him to diversify his investments, and he should carry as many shares as he conveniently can. Southern Railway pfd. and C. C. C. & St. L. common and Colorado Fuel and Iron are regarded as good long-pull speculations. New Haven common is less attractive. Tennessee Copper cannot be recommended. Union Pacific and Norfolk & Western are among the safer stocks.

New York, August 3, 1916.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

The Bache Review gives an invaluable weekly summary of general financial and business conditions and is widely quoted. It will be sent on application by J. S. Bache & Company, members New York Stock Exchange, 42 Broadway, New York. How to invest while you save and save while you invest is told in Booklet 2, "Installment Investment," which can be obtained without charge of Tefft & Co., members New York Stock Exchange, 5 Nassau Street, New York. It contains interesting data.

A list of 75 attractive stocks with detailed description is presented in the "Unlisted Securities Review," published by Dawson, Lyon & Company, investment stocks and bonds, 42 Wall Street, New York. Ask them for a free copy and also their Circular 80.

Dealings in small lots are a very prominent feature in stock exchange transactions. A useful handbook has been issued by John Muir & Co., specialists in odd lots and members New York Stock Exchange, 61 Broadway, New York. Write for free Booklet K-4, "Odd Lot Orders."

There are a few States where a very high rate of interest on loans is permissible. G. I. Miller & Co., Inc., 5 Bank & Trust Building, Miami, Fla., recommend first mortgages bearing 8 per cent. interest and secured by well-located property in leading Florida cities. Particulars will be supplied by the company.

Aurelius-Swanson Company, 28 State National Bank Bldg., Oklahoma City, Okla., calls the investing public's attention to the 6% and 7 per cent. first farm mortgages dealt in by this firm. A booklet describing methods, and also a list of loans from \$300 to \$10,000, will be forwarded by the company to any applicant.

Those who contemplate buying copper stocks should make a study of the merits of the issues by scanning the pages of a little book on the copper stocks, covering 200 companies. It can be had without cost of L. R. Latrobe & Company, 111 Broadway, New York. Also ask for pamphlet on "Partial Payment Plan."

A moderate initial payment and small monthly payments thereafter enable one to become owner of desirable income yielding stocks and bonds. The method is fully explained in "Booklet A-2," entitled "The Partial Payment Plan," which can be had without charge from Sheldon, Moran & Company, members New York Stock Exchange, 42 Broadway, New York.

Many public utility stocks and bonds are equal in safety and surplus in yield the best railroad and industrial issues. Current Letter L, which will be mailed on request by Williams, Troth & Coleman, 60 Wall Street, New York, describes public utility preferred stocks yielding 5 to 8 per cent., with common stocks that promise an advance. Write them for details.

Money need never be allowed to remain idle a day. At any time one can invest his surplus in such excellent securities as first mortgage real estate bonds based on fine properties in big cities and paying 5½ per cent. Bonds of this class in denominations of \$1,000, \$500 and \$100 are offered by S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago, who have been in business 34 years. For particulars write to Straus & Co. for their free Circular No. H-602.

All over the country there is a demand for farm mortgages as investments. The American Trust Company of St. Louis is supplying a large proportion of these securities to investors. Those who have \$100 and upward are given by the company an opportunity to get 5 to 6 per cent. on their money. The company's mortgages are based on selected farms in leading agricultural states. An illustrated bulletin, "The Making of a Farm Mortgage," treating the matter in a unique way, will be mailed gratis to persons sending their addresses to Investment Dept., American Trust Company, St. Louis, Mo.

The purchase at low figures of real estate in growing communities has been the means of making many a fortune. Opportunities for this kind of investment still exist. It is possible to buy on easy terms, 5 centrally located properties in 5 rapidly growing cities of the Northwest, located on transcontinental railroads with \$25 initial capital, and after that \$10 per month for 60 months. "The Way to Win," narrating a \$200,000,000 achievement, gives a clear idea of this remarkable project. Send 10 cents to the Northwest Townsite Company, 304 Chestnut Street, Phila., and get this illuminating book.



## Engineering the Telephone

THE great Bell System, with its telephone highways connecting the farthest points of the country, is primarily a brain creation.

The telephone engineer is the genius of communication. Like the general of an army, he plans, projects, and directs his campaigns far ahead. He deals with the seemingly impossible—transforming ideas and ideals into concrete facts.

His problems may involve doubling the capacity of a city's underground telephone system, or the building of a transcontinental line, or a serious war-shortage of supplies needed in telephone work.

Whatever the difficulties, they must be overcome so that the progress of the telephone shall continue equal to the ever-growing needs of the people.

It is not enough to provide only for the present—the future must be anticipated and dis-counted.

In the Bell System, more than two thousand highly efficient engineers and scientists are constantly working on the complex problems of the telephone business.

As a result, the service keeps step with present requirements and the assurance is given to every subscriber that the Bell System is prepared for whatever the future develops.



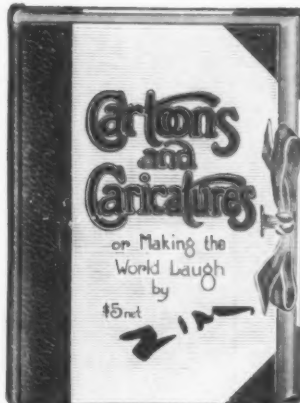
AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES

One Policy

One System

Universal Service

If you can draw a *little* and want to draw *more*, you have an opportunity to learn at small expense to yourself.



EUGENE ZIMMERMAN has an established reputation as a cartoonist.

He has put some of the tricks of his trade into a book,

### "Cartoons and Caricatures"

bound neatly in ¾ morocco which will be sent to you pre-paid on receipt of \$1.00.

ZIM BOOK

8-10 Brunswick Building

225 Fifth Avenue

New York City

In answering advertisements please mention "Leslie's Weekly"



### If You Lived As The Cave Man Lived

*Your health would take care of itself*

**T**HE cave man ate coarse food and lived a strenuous life in the open. His digestive apparatus was suited to that kind of an existence.

You inherit from the cave man the same internal mechanism, *but you eat different food and you lead a different kind of a life.*

Hence the almost universal prevalence of constipation and its constant menace to health.

Your problem is to adjust that "cave man" internal mechanism of yours to the sedentary life and concentrated food of civilized man. NUJOL accomplishes this adjustment by preventing the bowel contents from becoming hard, thus making natural movements easy. It doesn't upset the ordinary processes of digestion and it doesn't form a habit.

NUJOL is sold in pint bottles only, at all drug stores. Refuse substitutes—look for the name NUJOL on the bottle and package.

STANDARD OIL COMPANY  
(New Jersey)  
Bayonne Dept. 14 New Jersey

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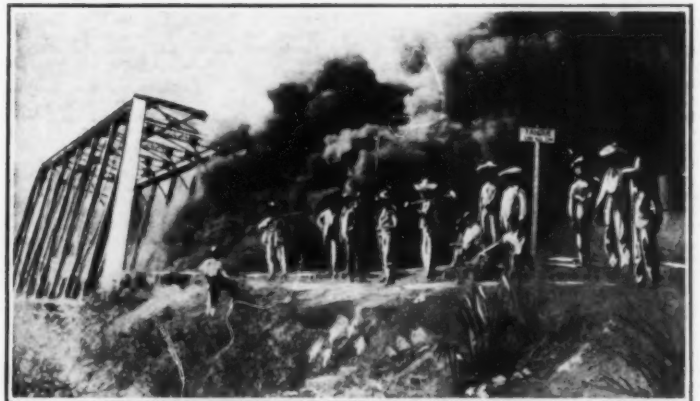
FOR CONSTIPATION

## LATE NEWS IN PICTURES



HONORING HEROES OF WAR IN AFRICA

Viscount Buxton, Gov. General of South Africa, with Viscountess Buxton, at Government House, Cape Town, receiving and commending nurses and officers who served with the forces that captured the German colonies. General Botha (in civilian attire toward the left) is an interested spectator. Second from extreme right stands General Thompson, commanding the British troops in South Africa.



THE REIGN OF LAWLESSNESS IN MEXICO

Mexican brigands wantonly burning a railroad bridge in Chihuahua. Followers of Villa or other bodies of bandits have raided many ranches and plundered villages and towns in Mexico, and their outrages have included the destruction of numerous bridges. The Carranzistas have done little or nothing to aid the American troops now in Mexico to suppress these disorders.



SUPPLYING SOLDIER BOYS WITH BIBLES

The New York Bible Society has presented over 10,000 New Testaments to young National Guardsmen from New York City who went into camp or to the Mexican border. Each volume has an American flag on the inside of the cover, with appropriate words of dedication. The picture shows a group of soldiers at Camp Whitman, N. Y., some holding Testaments in their hands.



# Are YOU Too Proud To Fight?

## If You Are—Don't Read This!

But if you are of good American stock—if you have the stuff in you of the New England Puritans and Southern Cavaliers, of the men and women who did the rough work of wresting the new world from savage foes and European rivals—if you have the proud distinction of an ancestry that brooked no dictation or interference from foreign powers—if the "Spirit of '76" animates your bosom—if you glory in the traditions of Yankee supremacy on the high seas—if you believe that a pure patriotism demands the enforcement of American rights without regard to considerations of commercial expediency—if you regard American lives as too sacred to be subject to the appraisal of "Dollar Diplomacy"—then you'll revel in the thrilling stories told by that gifted story teller, Cyrus Townsend Brady, in

### AMERICAN FIGHTS AND FIGHTERS



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